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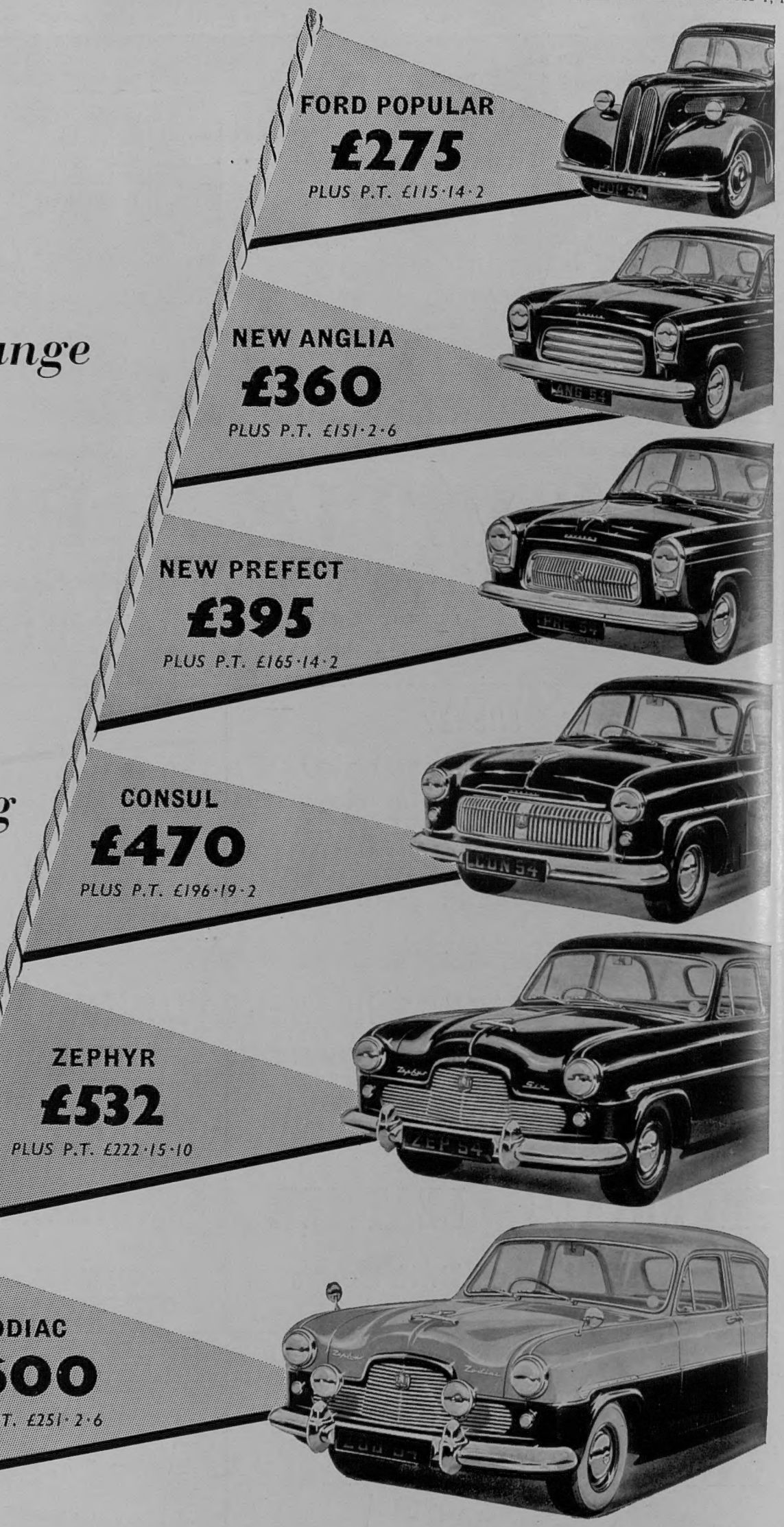

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Volume CCXVIII No. 2843

The SPHERE, London, August 7, 1954

The SPHERE

with which is incorporated THE GRAPHIC

AGREEMENT WITH EGYPT—MR. ANTONY HEAD AND COLONEL NASSER AFTER THEY HAD INITIALLED THE AGREEMENT UNDER WHICH BRITAIN WILL EVACUATE THE SUEZ CANAL ZONE: A cheerful picture from Cairo, showing the British Secretary of State for War shaking hands with the Egyptian Prime Minister. Under the terms of the agreement, British troops will evacuate the Suez Canal Zone within twenty months of its signature. Most of them are expected to move to Cyprus.

After years of weary negotiating between the two countries, Britain and Egypt have at last agreed on sufficient points relevant to the evacuation of the Suez Canal Zone to initial an agreement. This provides for evacuation of the Suez base by British troops within twenty months of the date of signature of the agreement, which will be for a period of seven years from that date. It also provides for the immediate re-militarisation of the Canal Zone in the event of an attack by an outside Power on any State in the Arab League or on Turkey. The British Government is to enjoy the right to maintain certain installations in the Canal Zone, and will conclude contracts with one or more British or Egyptian commercial firms for the upkeep and operation of these installations. These firms will have the right to engage British or Egyptian civilian employees. Apart from the vociferous protests of a small number of Conservative back-benchers, the initialling of the agreement was well received in this country; it may be expected that the final signing will not long be delayed. (Further pictures from Cairo appear on page 197.)

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The SPHERE with which is incorporated THE GRAPHIC

Vol. CCXVIII, No. 2843. August 7, 1954

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

Postage Rates for this Issue—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

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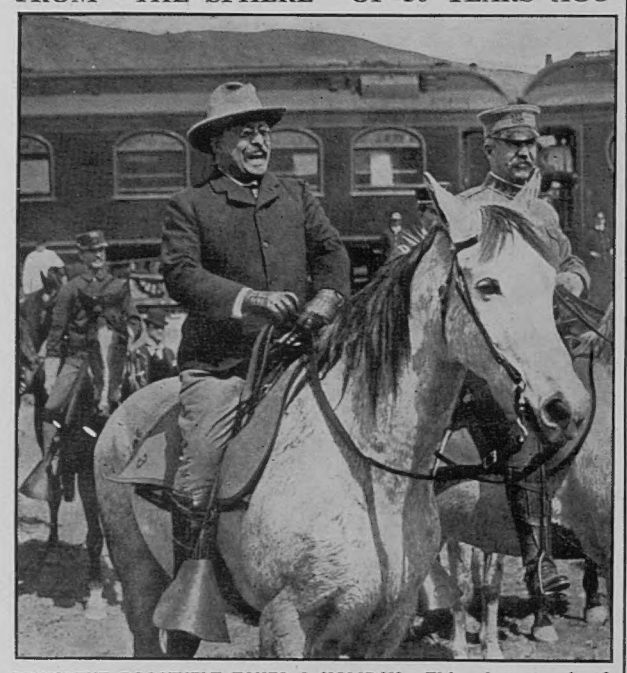
FROM "THE SPHERE" OF 50 YEARS AGO



PRESIDENT ROOSEVELT TAKES A HOLIDAY: This photograph of Theodore Roosevelt in Yellowstone Park was taken just before the presidential campaign of 1904. Roosevelt had been elected Vice-President in 1900 and first became President when McKinley was assassinated in 1901. He was re-elected for his second term by an enormous majority.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

RESTORATION IN HISTORIC STIRLING

John Mackay Illustrates the Rebuilding to be Effected in the Ancient Fortress Town

A London Newsletter

195–198, STRAND, W.C.2.

Potent Beveridge.—Age has not withered Lord Beveridge's point and pith. I thought his comments on the B.B.C. on the problems of Crichel Down just about as good as they could be. Not a word too much, not a telling point forgotten. I would gladly contribute to a fund to have that short summing-up printed on cardboard and framed to stand on the desk of every departmental Minister, under-Minister, Secretary and Civil Servant, as a guide and as a warning. And, if done, it will keep the memory of Lloyd George alive in a light which is new to many of us. Schoolmasters are said to shave each morning with a copy of Kiplings "If" on their looking-glasses. But Kipling's "If" is unattainable by most of us, even schoolmasters. Not] so, Beveridge's "Don't." That is attainable by all concerned and I shall be surprised if Crichel Down does not turn out (for a year or two at least) to have been a Magna Charta forcibly signed by bureaucracy at the insistence of a determined public. The handful of "little tyrants" among the vast Civil Service are running to cover and Lord Beveridge is behind them with a whip. He has every reason to know where to apply it.

Celtic Exuberance.—Mr. Bevan, like Tommy Onslow, can drive a coach and four. He can drive it through the most bristling hedges of reality. The world is beset with obstacles and unpleasant realities and the only progress is compromise, which men call surrender or plain common sense, according to their dislike or acceptance of each such acceptance of realities or hard, unpleasant facts. If there were "a workable, possible alternative," France would hold her own in Indo-China, the British Canal Base would function as of old, a unified Germany would be suffered to prosper, but not allowed to threaten the world's peace, and the great Powers, East and West, would outlaw atomic weapons, cut down armaments and bring the undisciplined world to peace and order. But no workable alternatives to our present divisions, suspicions and fears have yet occurred to, or at any rate, unanimously found favour with, the nations, and a world, divided and ! fearful, struggles along with safeguards and compromises. It is difficult to read Mr. Bevan's latest *Tribune* squib as a serious contribution to world diplomacy. It is all too easy to read in it evidence of personal characteristics and dislikes, and Celtic exuberance which becomes intoxicated with its own verbosity and comes to believe that forms of words can overcome the granite barriers of ugly facts.

Moonshine.—Mr. Bevan's alternative to rearming Germany, which in his view must bring World War III nearer again and more certain, is "to seek another conference." (And Russia promptly and hopefully offers one.) "There should be a further stage at which the nations of the world should sit down and arrange to make contributions to a world development fund. Germany would contribute to that fund each year a sum equal to what it would cost her annually to rearm. Russia, America, England and the rest, would contribute the sum they will save annually in reducing their armaments." Such is Mr. Bevan's alternative ! It seems to me his contribution to world peace is about as serious and solid as moonshine, certainly as remote. What happens in the further stage after the conference when the nations "sit down and arrange contributions ?" Does Mr. Bevan visualise an armament reduction pact and huge sums flowing in to the Development Fund in a matter of weeks ? "Find out moonshine." It is a puzzle, this childish formula from a man of Mr. Bevan's shrewdness. I think he is quite right in saying that millions of Germans don't want to rearm. I think there is strong evidence also that there exists in Germany to-day a strong body of militarism, imbued with the Junker and Nazi *hubris* and ruthlessness. It is no traveller's tale that in Germany the great corps of Foresters is, in all save the latest weapons, equipped with all the fighting efficiency of commandos and perhaps spoiling for a fight with someone. There are ugly facts on both sides of the German landscape, but why does Mr. Bevan view the scene in moonshine and find a way out into Cloud Cuckoo land ? How many nations, suddenly convinced that they can safely reduce expenditure on armaments by many millions annually, will undertake to pay the whole sum towards "world development" and keep no fraction of it for improving their own living conditions ? Can "one more conference" turn humanity into angels ?

A Curious Difference.—Many of my friends who visit Austria, Hungary and neighbouring countries, knowing the languages and having friends in those parts, constantly remark to me on the extraordinary difference in the general public's attitude there and in England as to the inevitability of a World War III (atomic). Such visitors are equipped to get into the mind of the average upper- and middle-class Austrian, Hungarian and what not, and they tell me that the difference between our own attitude and that of the Eastern nations of Europe is shattering. I don't know how it may be in France, but, as they travel eastwards, they find that a fatalistic certainty in the coming of World War III is almost universal and tinges with cynicism and "don't-care" the attitude of these peoples to every aspect of social and political life, serious or trivial. Our travellers return and find in England no such fatalism, indeed, very little interest anywhere in what is a nightmare eastwards. Here and there, there is a Coventry-like gesture, a letter or two in anxious terms in the Press, but still as in 1913 and 1938 we are wishful thinkers, and our main interests still centre in the Court and the socialites, in sport, in holiday topics and the small change we jingle in our pockets. The further East, the more fatalistic the certainty ! That is a reflection to jolt us. And another reflection supplies a subsidiary explanation. Our own moat is no longer impregnable, as we had good reason to know in 1940–44. But still we remain among the fortunate nations. Our memories are not yet raw and seared with the barbarities of subjection and enemy over-running and occupation. Evacuation from our cities as a precaution was unpleasant, no doubt, but a triviality beside the persecution and wanderings of homeless, ruined, tortured millions, the underground warfare, the universal and multiple looting of homes, the cruelty, the injustice. What memories to justify fatalism ! How easy to account for the difference here and there. We cling on to Edwardianism. They cling to the crater's edge. Injustice with us is headline news (Crichel Down !). We know nothing of looting beyond the Chancellor's polite efforts and the cruder efforts of burglars.

THE DUKE OF EDINBURGH FLIES TO CANADA

THE QUEEN SAYS GOOD-BYE TO HER HUSBAND: The Duke of Edinburgh stands in the doorway of the Royal Canadian Air Force C.5. transport as the Queen goes down the steps. She had been saying good-bye before the Duke left Tangmere for Ottawa, where he will start a three-week tour of Canada. As the Queen left, the rain came down and she broke into a run for her car.

Scandalous Decisions by J.P.s.—I sometimes wish that those columnists who must disclose a sensational scandal every week or day for their readers would not so often take them from the

inferior Courts of Law. But if they must, then I wish they could afford the time to attend those Courts in person and not discover the "scandal" from some brief and inaccurate Press report. In Petty Sessional Court "A" a motorist is fined £2 for speeding in a built-up area. In Court "B," another, driving no faster, is fined £6. *Scandalous!* But the magistrates are not all inconsistent and incompetent and unjust. If the columnist had been present in Court, he would have heard that defendant No. 2 was found, after conviction, to have been convicted only a month before of the same offence. Must he not pay for setting the law callously at defiance? Then, again, is the Law so crass an ass, or the magistrates so foolish, if suspension of licence is obligatory when an uninsured driver takes the road, while discretion is given to the magistrates in a case of careless driving? An uninsured driver may maim an innocent person and deprive the victim of any monetary compensation for a wasted life. An insured driver driving without due care may well cause an accident, but at least the victim is assured of financial compensation. Nor am I convinced that impartial justice should step up the penalty in a case of careless driving which results in an accident high above the penalty for a conviction for careless driving which mercifully escapes accident. It is the *risk* which the careless driver's recklessness implies which demands punishment. But undoubtedly careless driving which results in an accident usually receives a higher penalty and sometimes one in proportion to the damage done.

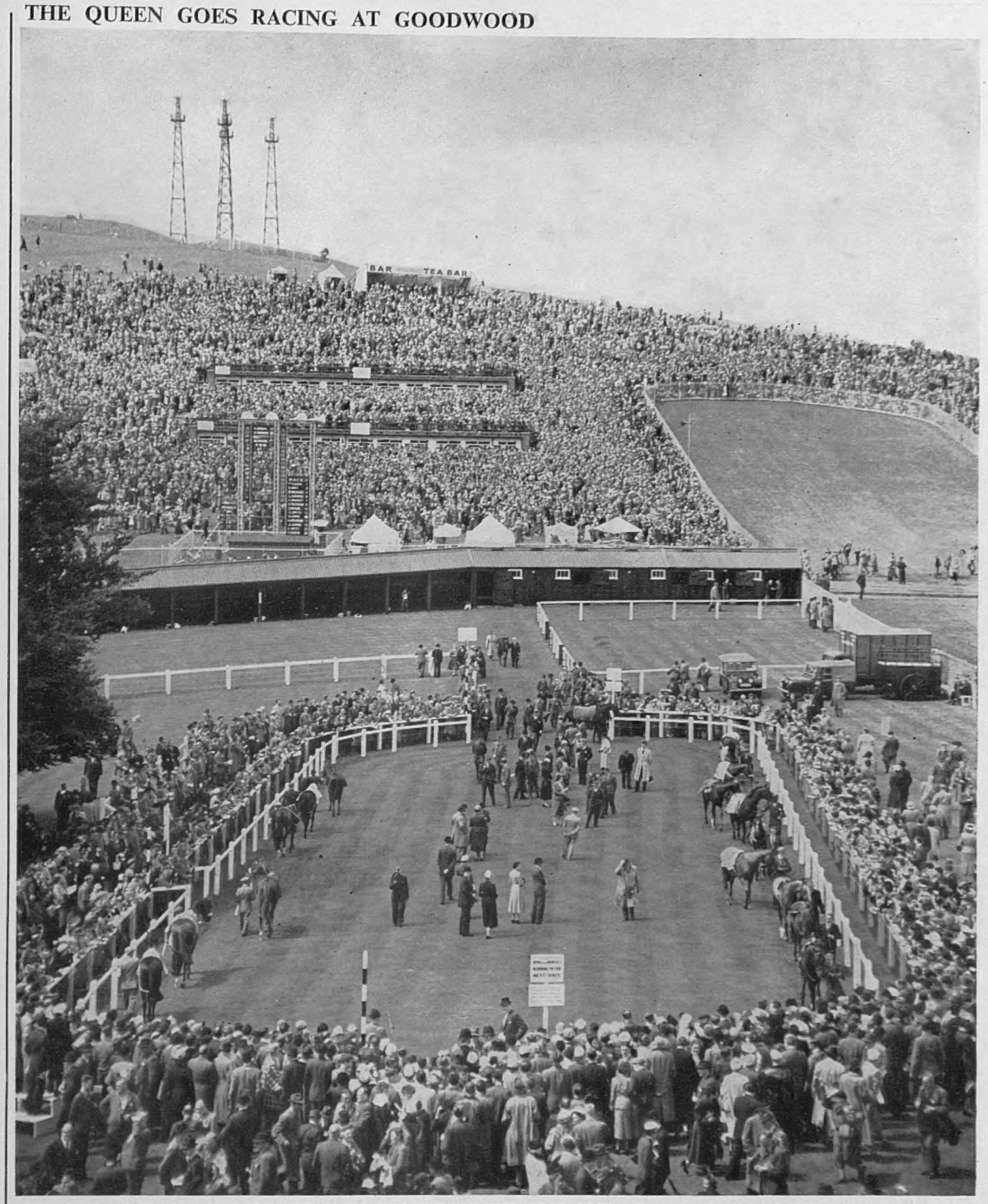
Jane Austen Society.—The Jane Austen Society had a very successful annual meeting at Alton last week before it adjourned to the cottage at Chawton to see the latest improvements in that living museum where the bulk of her novels were written or polished. This year's speaker was Lady Cynthia Asquith, and her theme was Jane's heroines. I believe I am in a minority (with Mr. Maugham and many other worthy critics) in putting *Pride and Prejudice* at the head of her short list in sheer merit, but I make no doubt I am on the side of the big battalions of angels in being quite sure that Elizabeth is No. 1 among her heroines, and perhaps No. 1 among all heroines in the world of fiction. All such small societies as this find conditions difficult to-day, but the Jane Austen Society is by no means unprosperous, if only those who have joined it would remember to pay their trivial annual subscriptions. The percentage that does *not* remember is a terrifying sidelight on human frailty. But, healthy or not, a society's economy benefits by advertisement and no decent means to advertise should be untried. I have not yet heard how the appeal for Gilbert White's house-preservation is going. It may well be that those two neighbouring shrines may one day find value in publicity co-operation.

Tips and Shuffles.—There was a mass of interesting news just before the Recess, and some of it must await commentary until after the Bank Holiday. The gentle reader will be busy in the village flower shows and other important matters, such as the weather and the Wakes. The expected Cabinet card-shuffle took place. Mr. Lyttelton has had his way and returned to industry and business (in a different sphere), and the sleuths had early (and correctly) named Mr. Lennox-Boyd to succeed him at the Colonial Office. Sir Thomas Dugdale's portfolio was given to Mr. Heathcoat-Amory (succeeded at the Board of Trade by Brigadier A. M. Low) and Mr. John Boyd-Carpenter was allotted the Transport portfolio, vice Lennox-Boyd; his post as Financial Secretary to the Treasury was taken by Mr. Henry Brooke, so well known on the L.C.C. Other Ministers are said to be on the wing—Heald, who has placed his resignation at the Prime Minister's disposal, Monckton, and Field-Marshal Lord Alexander. No doubt they will bide the Premier's time, if they want to go. By October, no doubt, a considerable shuffle of the cards will bring up new aces and kings. There are no knaves in politics—only in party politics.

Canal Zone.—The Commons were able to hear Mr. Eden on that contentious question of the Canal Base abandonment before the Recess. When it came, it came with a rush. There is compromise on both sides. Our own critics *à outrance* of any surrender, must find comfort from the fact that "on paper" their worst fears are not realised. Those of Egypt will criticise Nasser for not insisting on "bag and baggage." Our "loss of face" must be judged the heavier, especially in Arab eyes. I have long been convinced that the base, as it stood, had served its turn, that we must cut our hideous losses and the sooner the better. It is a layman's view and worth nothing. At this stage I have but one comment to make. What is the worth of Colonel Nasser's new friendliness, of all assurances that Britain and Egypt are now sworn friends and blood brothers, that Egypt to-day has joined the defence of the West? The Egyptians are not 100 per cent. behind Nasser, Egypt is not converted in a night to love Britain and stand beside her. Hate does not die at a signature. What seems to emerge is a sorry evidence of the new diplomacy. The only way a nation can achieve its ends is by using every expedient ruled out by the canons of the old diplomacy, by murder, sabotage and the outpouring of all the sewers of misrepresentation, slander and lies. And "the only way" has succeeded all too often all the world over, and to-day acclaims one more diplomatic triumph. No need to throw our hats in the air or cry Peace with Honour. Cackle and brass tacks are different things, and paper isn't cement.

THE OLD STAGER

THE QUEEN GOES RACING AT GOODWOOD



THE QUEEN VISITS THE PADDOCK AT GOODWOOD BEFORE THE FIRST RACE: She can be seen in the centre wearing a light coat and a dark hat; she was there to see her horse, Opera Score, in the parade before the first race. That horse was unplaced, but her Landau, running the next day, scored a win. During Goodwood, the Queen was staying at Arundel Castle as a guest of the Duke of Norfolk. Traditionally "Glorious Goodwood," the meeting was marred by bad weather; a wind of near gale force on the first day stripped off hundreds of hats and caused the horses to roll into each other as they finished. Goodwood used to be a somewhat formal meeting until Edward VII turned up there in 1906 wearing a lounge suit; to justify himself, he explained that Goodwood was just "a garden party with racing tacked on." It is now the least formal of fashionable meetings.

THE FINISH OF THE STEWARDS' CUP: Mr. R. Merrick's Ashurst Wonder (A. Shrive up) is seen winning from Moonlight Express and Zanzara; all the leading horses suffered from the buffeting of the wind. The Stewards' Cup, run over six furlongs, is one of the most important sprint handicaps of the season and was first run in 1840.

POWER FOR KITIMAT

Progress on the Hydro Station at Kemano which is to Supply Canada's Great Aluminium Enterprise Visited by the Duke of Edinburgh this Week

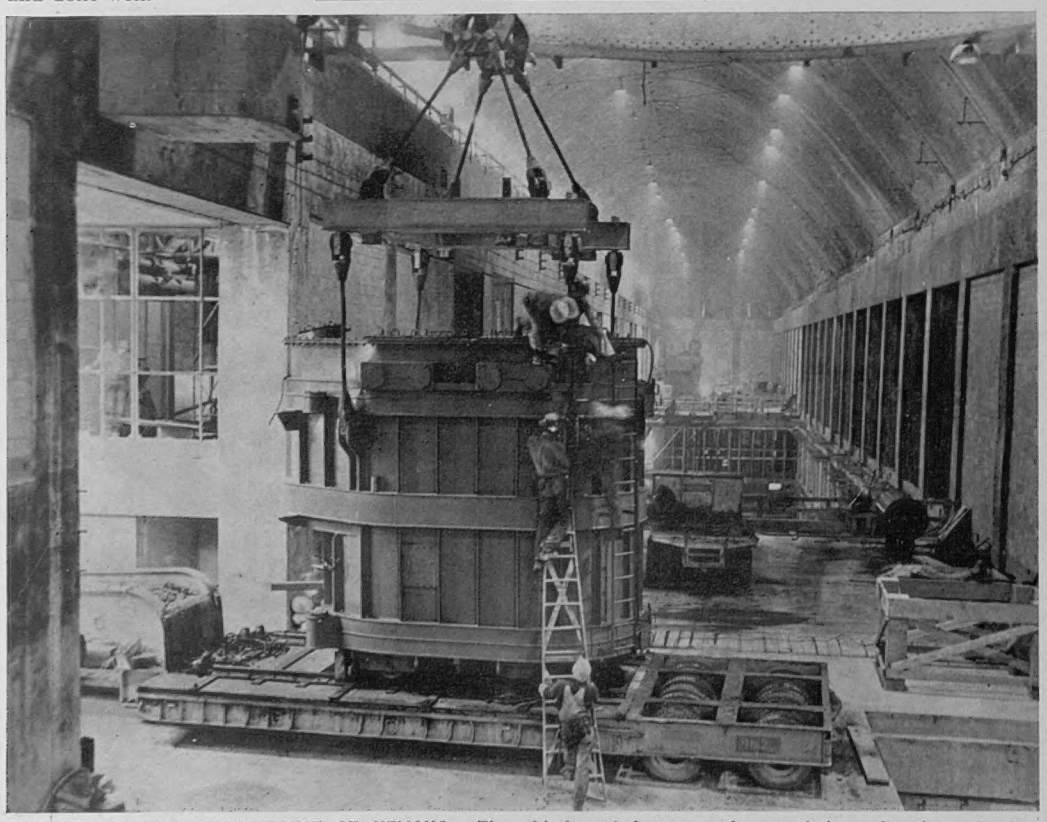
This week the Duke of Edinburgh, before visiting the Empire Games city of Vancouver, was due to go 400 miles northward into the hinterland of British Columbia. There, among the beautiful mountains and forests of western Canada, is the fabulous Kitimat Development. It is a tremendous aluminium smelting scheme developed by the Aluminium Company of Canada, and by the time it has been completed more than £225,000,000 will have been devoted to it. Already some 10,000 people have been working on the project, and when at full capacity more than 50,000 people are likely to find work in this hitherto undeveloped but rich part of Canada. It was expected that the production of aluminium ingots would begin this month, and that the first part of this stage of the project will be an annual production of 90,000 tons of aluminium ingots a year. Eventually Kitimat will produce 500,000 tons a year, and this would make Canada the biggest producer of this valued metal in the world.

Almost as fabulous as Kitimat itself is Kemano, fifty miles away, where the gigantic power station which will supply Kitimat is under construction. Built deep in a mountain cave, this power station, which is to draw its water from a reservoir a further ten miles away, will eventually grow to tremendous proportions. This reservoir covers an area of 351 sq. miles, and the surface of the water is 2,800 ft. above sea-level. From the Tahtsa Lake it is carried along to the power-house by tunnel, and then falls 2,400 ft. to the turbines—making a spectacular waterfall sixteen times as great as that at the Niagara. At present, three generators have been installed, but the great mountain cave can be extended to accommodate no fewer than sixteen generators which will have a total capacity of 2,240,000 h.p.

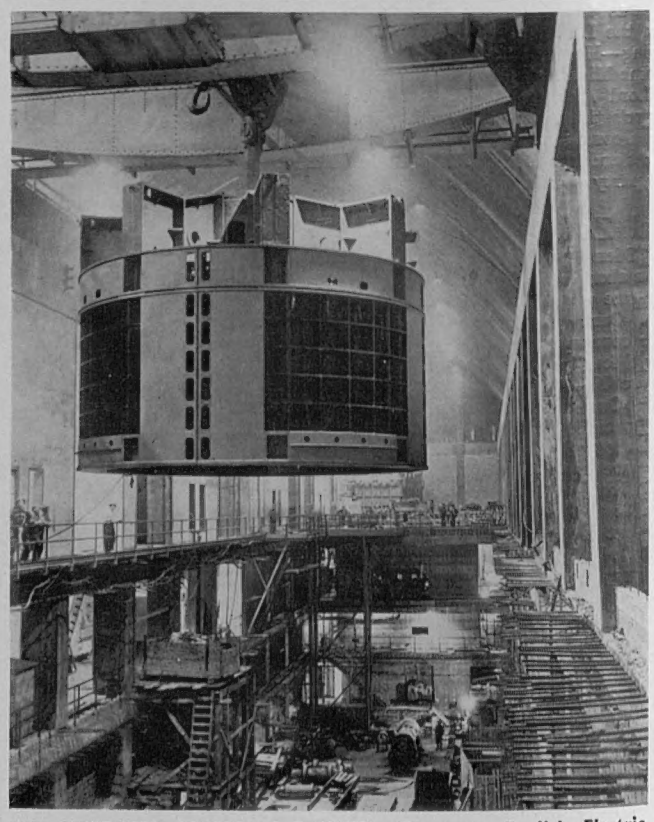
As if that was not achievement enough, work is constantly under way to build the steel towers which will carry the electric cables. Over fifty miles of rugged mountainside this is no mean task; but for the Canadians, who take pride in this momentous enterprise, it is just another task to be done, and done well.

ACROSS THE HINTERLAND OF BRITISH COLUMBIA: A view towards Kitimat from Kemano, about 400 miles north of Vancouver, where the tremendous smelting project of the Aluminium Company of Canada is under way. Some of the hundreds of steel towers which support the power cables from the power-house can be seen amid the picturesque forests and rugged mountain country.

On left— **SUPPLYING POWER TO KITIMAT: A remarkable view up one of the dual penstocks through which water from a reservoir ten miles away will rush into the hydro plant. From there the electric power is sent to the smelting works at Kitimat fifty miles away. *On right*—A bulldozer at work near one of the newly-constructed steel towers which will carry the power cables from the great hydro-electric station at Kemano to Kitimat.**



COMPLETING THE POWER-HOUSE AT KEMANO: The third and last transformer being placed ready for fitting into the Kemano power-house. This building, which has been constructed in stages, is 1,600 ft. inside a mountain, and thus completely bombproof. It is housed in a cavern 800 ft. long, 135 ft. high and 80 ft. wide. There are three generators, each with a capacity of 14,000 h.p.



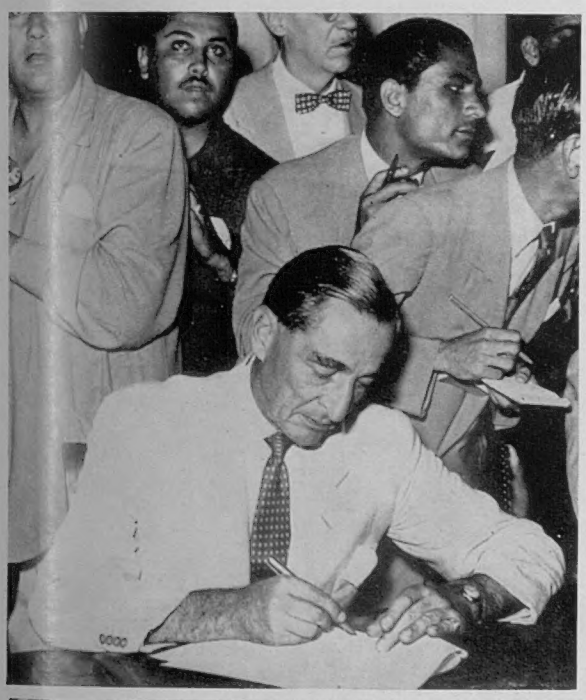
THE GENERATOR STATOR IN TRANSIT: The huge English Electric generator stator is about to be placed into its permanent position in Unit No. 3, seen in the background of the power-house. Eventually there will be no fewer than sixteen generators.

THE CAIRO AGREEMENT

Scenes of Mutual Congratulation and Public Rejoicing at the Initialling of the Anglo-Egyptian Agreement on the Withdrawal from the Canal Zone

SPEECH ! SPEECH !—THE EGYPTIAN PREMIER IS MOBBED AFTER THE INITIALLING OF THE AGREEMENT : Crowds clambering up to embrace Colonel Nasser as he tries to broadcast after the Anglo-Egyptian Agreement had been initialled in the Presidential Palace in Cairo. There was wild enthusiasm in Egypt when the terms of the Agreement were announced. Under these, British forces are to withdraw from the Suez Canal Zone within twenty months of the signing of the Agreement. In return, the Egyptian Government will grant facilities for the maintenance of the base, and provisions have been made for the remilitarisation of the Zone in the event of an attack on one of the Arab League states or Turkey.

CONGRATULATIONS FROM THE GRAND RABBI : Haim Nahum Afendi, the Grand Rabbi of Egypt, congratulating a delighted Colonel Nasser on his success in coming to a satisfactory agreement with Britain.



On left—

THE BRITISH AMBASSADOR ADDS HIS INITIALS : Sir Ralph Stevenson, the British Ambassador in Cairo, who has for months played a vital part in the Anglo-Egyptian negotiations, seen at the ceremony at the Presidential Palace. Sir Ralph, who is sixty, has been Ambassador to Egypt since 1950 ; he is expected to retire after the Agreement has been signed.

" A NEW ERA OF FRIENDSHIP " : Colonel Nasser and Sir Ralph Stevenson shake hands after the Agreement had been initialled. Between them stand, from left, Mr. Antony Head, the Secretary of State for War ; Major-General E. R. Benson, Chief of Staff, Middle East Land Forces ; and General Abdel Hakim Amer, the Egyptian Commander-in-Chief.

CAIRO CELEBRATES : Carrying banners, shouting slogans, or just showing their teeth, the Cairo crowd makes holiday at the announcement of the impending withdrawal of British troops from the Canal Zone. Particularly enthusiastic is the warrior girdled with bandoliers and brandishing a magnificent pair of shotguns to the great delight of the crowd around him.

PRESIDENT NEGUIB IS TOLD : Colonel Nasser and Colonel Hassan Ibrahim calling on President Neguib, right, to tell him of the initialling of the Anglo-Egyptian Agreement. President Neguib has in recent months withdrawn from public life and active participation in politics.

The Foreign News in Pictures

EAST MEETS WEST

Oriental Leaders in Washington and Berlin, and an Account of Other Recent Events in Europe and Asia

On left—

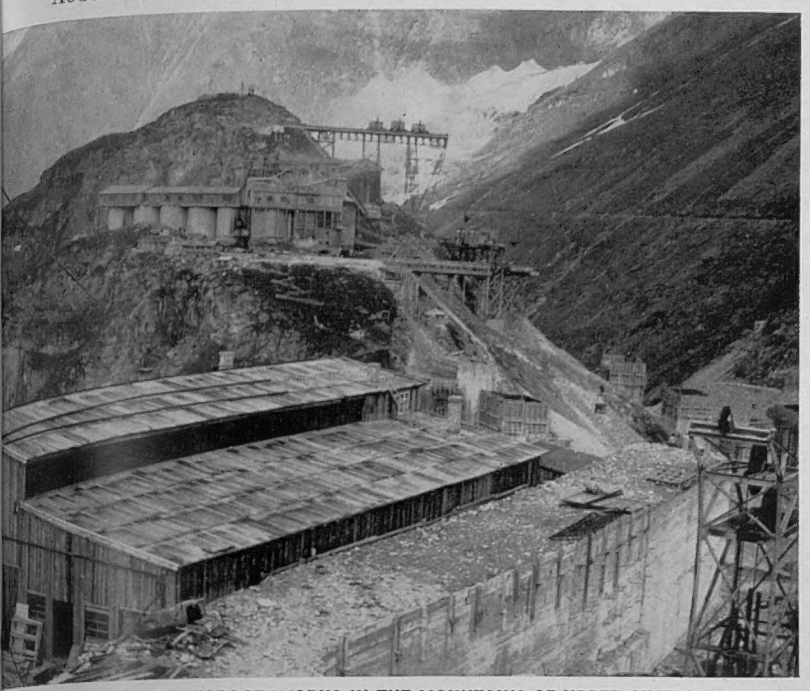
PRESIDENT SYNGMAN RHEE IN WASHINGTON : President Eisenhower helping the seventy-nine-year-old head of the South Korean state out of his open car when he arrived at the White House on the first day of his state visit. President Rhee, who was accompanied by his Austrian-born wife, proved to be in his very best form the moment he stepped off the aircraft. Facing General Ridgway, who had relieved General MacArthur of the Korean command, the President recalled those stormy days of the Korean War, and regretted that "we" did not have enough courage at the time to push on to the Yalu and thus unify Korea. In his address to a joint session of Congress, President Rhee, taking advantage of the climate of opinion in Washington as a result of the airliner incident off Hainan, roundly urged the United States to "act now." He proposed that an Asian army of 2,000,000, aided by United States artillery, aircraft and ships, should immediately launch a counter-attack on China. If the Soviet Union threw ground troops into the battle for China, so much the better, for then the Soviet centres of production could be destroyed before the Russians had produced hydrogen bombs in quantity. A million and a half young Koreans, the President boasted, asked for nothing better than to fight. The more sensational parts of President Rhee's speech were heard in silence, and caused great embarrassment to the administration.

JAPANESE WAR CRIMINALS FREED : The release of sixteen minor war criminals from the Sugamo Prison in Tokyo was the occasion for dignified but enthusiastic rejoicing. On the extreme left one of the released prisoners bows politely to two major war criminals, General Sadao Araki and Admiral Shigetaro Shimada, who have to remain behind. The released prisoners were Class B and C war criminals, who had been sentenced by United States Military Courts to between twenty and thirty years' imprisonment. They were released after serving one-third of their terms.

AN HONORARY DEGREE FOR MR. CHOU EN-LAI IN EAST BERLIN : The Chinese Premier and Foreign Minister acknowledging the applause of the young men and women assembled to greet him outside the Humboldt University, in the Soviet Zone of Berlin, where he had received an honorary doctorate. He is seen accompanied by Herr Otto Grotewohl, left, Prime Minister of East Germany, and Dr. Heye, President of Humboldt University. Mr. Chou En-Lai was in East Berlin on his way to Peking after the conclusion of the Geneva Conference. There were many fervid demonstrations in favour of German-Chinese friendship.

VETERAN ZIONISTS MEET AT MOUNT HERZL : Survivors of the first Zionist Congress, held at Basle in 1897, were among the guests of honour at the memorial service. They are Dr. Meir Ebner and Professor Joseph Klausner. At right is Dr. Nachum Goldmann, Chairman of last year's Congress and of the Jewish Agency.

ISRAEL PAYS TRIBUTE TO A PIONEER OF ZIONISM : A general view of the memorial service to Theodor Herzl held on the mountain named in his honour on the western outskirts of Jerusalem. Sentries are seen standing guard by the grave of Herzl and flags fly above it. The memorial service, which was held at dusk, marked the fiftieth anniversary of the death of Herzl and the beginning of Herzl year. Herzl evolved and preached the doctrine that the Jewish people must have an independent state, and it is he who is generally regarded as the man who turned Zionism into a political force.



BUILDING ELECTRICITY STORAGE WORKS IN THE MOUNTAINS OF UPPER AUSTRIA : 6,455 ft. up in the Kaprun Valley at Moserboden more than 2,000 workmen are engaged on building a vast electricity storage works which, it is claimed, will be the biggest in Europe. More than 3,250,000 cub. ft. of cement are being used in the construction of this building, which will be ready next year. Kaprun is a most picturesque valley in the high mountains near the Zeller See, and the Moserboden constitutes the highest basin of that valley. This is, therefore, a triumph of organisation.

A COACH IS HIT BY A TRAIN AT A LEVEL-CROSSING NEAR WORMS AND TWENTY-SIX PEOPLE LOSE THEIR LIVES : This is the rear section of the coach, which was taking twenty-nine employees of a Worms factory on a week-end outing when it was hit by the train while crossing the line. The impact pushed the coach 70 yards along the railway line before it came to rest. Eighteen of the occupants were killed instantly, the remainder dying in hospital. The driver of the coach, who was among those killed, was a man of twenty years' experience, and it is thought that either he did not see the train coming because of high corn in the field at the side of the road, or that he saw it coming and tried to cross in front of the train. Like most level-crossings in Germany, this one had no barrier, and was marked only by a sign. Level-crossings in Germany have been a constant source of accidents for some years. The German Minister of the Interior has visited this level-crossing, and later said that he was trying to equip all level-crossings in Germany with barriers.

THE SUPREME HEADQUARTERS, ALLIED POWERS, EUROPE, IS EVACUATED : General Gruenther, the Supreme Commander, is seen inspecting the mobile communications centre which was set up in a site in wooded country, some thirty miles south-west of Paris, during the recent evacuation which was known as "Exercise Tryout." With the general are high-ranking officers of the French and United States armed forces. Three hours after the start of "Exercise Tryout" the supreme headquarters had left its permanent home at Rocquencourt, was split up into two parties, and was operating on its new site. These headquarters are not those which will be used by the supreme command in the event of a real emergency, but they are about the same distance from Paris, and bear some resemblance to those allotted.

ULM CELEBRATES ITS 1,100TH ANNIVERSARY : Bavarian dancers performing in the market-place in front of the fourteenth- and sixteenth-century town hall. Watching the dancing are members of local clubs splendidly arrayed in a variety of uniforms. Among the guests at the celebrations which marked the 1,100th anniversary of the foundation of the city were eighteen representatives of New Ulm, Minnesota, which was founded a hundred years ago by German emigrants. In the background can be seen Ulm Minster, which after Cologne Cathedral is Germany's largest Gothic church.

THE STAFF OFFICERS' PICNIC : A general view of part of the S.H.A.P.E. emergency headquarters in a thickly-wooded area. The main part of the headquarters unit is housed near a dilapidated Cistercian abbey which was last used in 1791.

HANOI
HEARS THE NEWS

The Indo-China Truce, under which Hanoi is Surrendered to Viet-minh, made Little Impact on most of the City's People

Since the signing of the Indo-China truce, life in Hanoi, due to be surrendered to the Viet-minh, has gone on much as usual. Most of the population have seemed fairly unconcerned by the truce decisions, but politically-minded Viet Namese are bitter about the partition of their country and resent having to surrender Hanoi and Haiphong. A member of the Prime Minister's staff described it as a "disaster for Viet Nam," and General Le Van Vien, one of the Southern Viet Nam warlords, urged his compatriots to "flee their desecrated soil before an Iron Curtain cuts off the only way to safety."

The Mayor of Hanoi estimated that two to three million would want to be evacuated from the Red River Delta area to south of the 17th Parallel, but the French put the figure much lower. However, the French Union and Viet-minh staff officers who have been meeting at Trung Gia to work out the truce have agreed that 300 days shall be allowed for the evacuation of those who want to go.

So far, the Viet-minh Government, whose composition has just been announced by Prime Minister Ho Chi-minh, has been very conciliatory. It guarantees freedom of religion and the civic rights of members of religious communities; it also proposes that French businesses and "cultural establishments" be allowed to continue their activities in the Viet-minh zone without hindrance or discrimination.

VIET NAMESE CHILDREN DEMONSTRATE AGAINST THE PARTITION OF THEIR COUNTRY: These schoolchildren are shown with the banner they carried during a demonstration in Hanoi against the Indo-China truce terms. Some 3,000 people took part in the demonstration, which was conducted fairly peaceably. The partition of Viet Nam has aroused resentment among politically-minded Southern Viet Namese.

BUSINESS AS USUAL IN HANOI: The ordinary citizens of Hanoi seemed fairly unconcerned at the thought of their city being surrendered to the Communist Viet-minh. Those who wish to leave the Red River Delta and go south were given 300 days by Viet-minh in which to do so.

THE NEWS REACHES HANOI: A crowd gathers round a bulletin board outside the Viet Nam Press building to read the news of the truce agreement. The Mayor of Hanoi claimed that two to three million people wished to be evacuated.

A SLUM QUARTER IN HANOI: The inhabitants of this slum area will probably remain in Hanoi under the Viet-minh; they have nothing to lose. Though the Mayor of Hanoi has given a high estimate of the numbers wishing to leave the delta area, the French say that only a few hundred thousand will want to go.

HITCH-HIKING TO HAIPHONG: Viet Namese bound for Haiphong, the port for evacuation to southern Viet Nam, clamber on to the back of an ancient and already overloaded bus.

A Glimpse Behind the Bamboo Curtain

Pictures Released by the Chinese Government of Unrepatriated Western Prisoners of War in Peking

When the truce was signed in Korea only twenty-one Americans and one Englishman among the thousands of prisoners of war refused repatriation. For many weeks every effort was made to persuade these men to change their minds, but it all proved fruitless, and for a while they were lost sight of as they made their way through North Korea into the heart of Communist territory. Now the Chinese authorities have released pictures of the former prisoners when they were in Peking. The official story is that in the Chinese capital the men were going on sightseeing tours, playing games, going shopping with money provided for them by the authorities, and were relaxing in their quarters while studying the situation in China before deciding upon their future careers. They were provided with (not very well) made-to-measure suits, American-style ties, and they ate Chinese as well as Western food. As they went through the streets of Peking or the department stores, escorted by "guides," they not unnaturally drew a great deal of attention to themselves, and the Chinese stared at them with unabashed curiosity. But the official picture does not explain very much. For instance, what did the former prisoners do outside their spare time and their shopping sprees? Are they being made use of for active propaganda, or do they still require further indoctrination before they can settle down as Chinese citizens? Are they really being treated as honoured guests, as these pictures would try to indicate, or are they, in fact, no more than privileged prisoners of war? These are questions that immediately present themselves when the Chinese Government enable the West to have this glimpse—however brief and one-sided—behind their bamboo curtain.

THEY CHOSE COMMUNISM: Some of the twenty-two Western prisoners of war, who chose to remain in Communist hands rather than be repatriated after the Korean War, are seen on a bridge in the Summer Palace of Peking, where they were sightseeing. These are the first pictures of these men since they went over to Communism a year ago.

"SPARE TIME" IN PEKING: A corner of the room where the former American soldiers sleep, work and entertain themselves. Conditions for the ex-Corporal from Arkansas, seen *above*, seem decidedly crowded. The American prisoners *on left* are said to be playing bridge "in their spare time." It is not clear what their full-time tasks are.

GAZING AT CHINESE WINDOW-DRESSING: Four ex-G.I.s look delighted as they stare at toys in a shop window in Peking. They went shopping with money provided by the authorities.

THIS TIME IT REALLY IS "CHOW": Food for the unrepatriated prisoners is sometimes European but, as above, they are often served with Chinese food. None of the prisoners has yet become proficient in the use of chopsticks.

AT THEIR EASE IN PEKING'S SUMMER PALACE: Some of the former prisoners posing in their new made-to-measure suits. Sixth from the top is Marine Andrew Condron, the only British soldier who refused repatriation at the end of the Korean War.

b

AN EYE ON AUSTRALIA

A General Review of Cricketers To-day, with Special Reference to the Forthcoming M.C.C. Tour

By NEVILLE CARDUS

EVERY day the rain, so that as I write these lines in late July we may say, adapting the words of the lady in Sean O'Casey's masterpiece, that the summer, *as* summer, is null and void. It has been the worst of all cricket seasons considered as a time of preparation for an England invasion of Australia. Persistent soft wickets have prevented the Pakistan players from finding reasonably natural form; as a consequence, they have served as no sort of a test of our own resources. Moreover a wet summer might easily mislead the judgment of the wisest Selection Committee overjoyed at a momentary display of spin on a sticky pitch by the next off-spinner. We need to bear in mind, as we look round for likely bowlers for Australia, that in the next England *v.* Australia rubber the wickets will be covered, safe even from a deluge in Brisbane. It follows, therefore, that what Tomkins or Whattle achieves with off-breaks at Swansea or Southampton has nothing to do with the case under consideration.

Until the leg-before-wicket rule was revised, a year or two ago, rendering indiscriminate use of the pads dangerous to a ball pitching off the wicket, the off-spinner was beginning to fall into obsolescence. Cecil Parkin of Lancashire, during the 1920's, was one of the greatest off-break bowlers I have ever seen; he brought the ball back with all of Laker's spin and sometimes at the pace nearly of Bedser. But batsmen stuck their pads out, bat over shoulder, and saved themselves from a masterball unplayable by any known stroke. One day on a beautiful turf at Worcester, Parkin hit the pads twenty times in one and the same hot day, each time with a glorious breakback pitching outside the off-stump. At close-of-play he ruefully contemplated his bowling analysis:—33 overs, 8 maidens, 120 runs, 1 wicket. "And," he said, "*and* they send missionaries to China!"

Nowadays the off-spinner and in-swinger are all the rage. Even in Australia, where Parkin was a failure on hard wickets (because, again, batsmen protected their stumps by the pads), the South African off-spinner, Tayfield, has lately taken wickets cheaply. But my own conviction is that for the purposes of covered Australian turf the best attack is always likely to consist of pace, fast and medium, with accuracy of length indispensable, supported by leg-spin.

Accuracy of length!—the first of *any* bowler's assets, and how rare! I am always hearing these days of "cut," "bend off the seam," "the tweaker," and all the rest of the contemporary jargon. Years ago an old England cricketer told me how he once clean-bowled Ranjitsinhji and C. B. Fry on a perfect wicket at Brighton. "I clean-bowled 'em both with balls as straight as a whistle." He was proud that he had overwhelmed two masters, two masters unparalleled, by sheer honest accurate craft. "No jiggery pokery!"

The Australian team at the moment is, like the England team, passing through a period of change. The retirement of Hassett will leave a palpable hole in the Australian innings. Last year Hassett was the only Australian batsman possessing a fully organised technique based on defence over and behind the line of the ball. The promise of brilliance of stroke-play from Archer, de Courcey, Davidson, Benaud is no doubt great; but each of these young Australian cricketers is prone to drive at the spinning-away ball where he can't quite reach it. If I were an England captain and I had lost the toss on a hot day at Sydney, how glad I would be if Douglas Wright were on my side.

These lines are being written before any player except Hutton has been chosen for the Australian tour. I write only of my own inclinations, which are based on no inconsiderable knowledge of the material conditions in Australian cricket. Since the aforementioned and unfortunate obsession of cricketers everywhere by in-swing and off-spin, the exquisite art of leg-spin has declined. Wright is now the only English exponent of it (the greatest being, of course, Dooland of Nottinghamshire, an Australian!). Whenever an Australian wicket is in good condition, off-spin is hard to get on to any but the slowest pitched ball. On the flawless Adelaide lawn the need is speed—aided by the spin that "leaves the bat" and is imparted not merely by fingers but by finger-wrist-and-shoulder action combined. Wright's best ball is still the most dangerous that the science of the game has yet evolved. If he were to bowl it only four times in a long, scalding day, he might well win a match or save one by doing so, no matter how many bad ones he sent up—though, of course, a bowler of Wright's delicate artistry should never be used wholesale but carefully and subtly nursed. I doubt if Hutton would trust the vagaries of Wright too far—yet they are the vagaries of near-genius!

Accuracy of length, and artful changes of flight and pace are the mainstays of an attack in any hemisphere. If Appleyard of Yorkshire is now strong enough of health and physique to survive the strenuous strain made by an Australian rubber on body and nerve, he should prove invaluable as a consistent safeguard at one end of the wicket, so that Harvey won't blaze paths of fiery strokes to the boundary all over the place. He and, say, Loader would lend more than utility-value to Bedser. But in 1954–55 is Bedser in Australia likely to recapture the power of the Bedser of four years ago? A truly fast bowler would be a godsend to Hutton, in spite of the showings of history to the effect that the cricket fields of Australia have sometimes served as graveyards to more than one great fast bowler of universal renown. Lockwood, considered by Ranjitsinhji the best of them all, was a failure in Australia. Northamptonshire is asking about Tyson, who, if I am not mistaken, comes from my native county of Lancashire. Several county cricketers who have played against Tyson are emphatically of the opinion that he is the fastest English bowler "since the war."

A certain optimistic newspaper critic, who shall be nameless and perhaps properly so, has stated that Tyson is faster than Larwood. How the pace of a bowled cricket ball, one from the arm of Larwood twenty years ago, can be measured by memory against one bowled by the contemporary Tyson, is not explained. Tyson is unmistakably quick, through the air and off the ground. But they say—the experts, that is—they say he does "nothing with the ball"; in other words he doesn't, so the allegation goes, swing or move from the seam very much. I am reminded of a conversation I had many years ago with the celebrated J. T. Tyldesley of Lancashire, one of the three or four or five greatest professional batsmen of all time; in fact, he was, round about 1900–02, the *only* professional cricketer in England who could hold his place in the England XI by reason of his batting alone. I asked Tyldesley about C. J. Kortright, supposed for years to have bowled faster than any other mortal. "What does he do with the ball?" I asked. "He bowls it fast," said Tyldesley. "I *know* that," I replied impatiently; "but what does he make the ball 'do'?" Again Tyldesley answered: "He bowls fast." Then he added "There's no time for anything else." It might be to Tyson's gain if he concentrated on pace and straightness—and leave a study of the seam to those urgently in need of it.

On the whole I am inclined to take a happier view of England's chances in Australia this time than for many years. Not that I think English cricket has obviously improved in all-round skill and character since Bradman's great year of 1948. The mainstays of an England team are still Hutton, Compton, Evans, Bedser; our new swans, if they don't exactly threaten to change to geese, remain cygnets . . . Peter May, Graveney, Cowdrey, all of them gifted and each not wholly out of the stage of technical adolescence, so to say. Young Australians mature quicker, both as cricketers and men. It is with my eye on young Australians such as Archer, Davidson and Benaud that I pause in my general optimism about our prospects in the coming rubber; each is an all-round player, full of Australian confidence and swiftness of muscular and mental response. The presence of all-round cricketers on the Australian side, and the absence of them on ours, may well decide the issue in the long run. Has the Selection Committee at Lord's been able to pick an England XI which won't have a tail liable any afternoon to wag the dog off the field?—Bedser, Loader, Statham, Tyson, Trueman, and the like.

In Australia a first innings total of 400 is not a safe score. So that if the later batsmen of an innings are not dependable, a tremendous strain is put on the first five in the order of going in. Hutton, Compton, May, Graveney and Edrich may all be in form the same day and England's total 300 for 5; and yet the innings could easily close for 350 or thereabouts. None the less, I have much faith in England's recognised batsmen specialists. In Hutton we can boast the shrewdest and most accomplished defensive batsman in the world; in Compton we have a stroke-player of something like genius, now recovered from last year's uncertainties, and perhaps more in command of himself than ever before—but when will he learn to judge a run and to notify to the other batsman his immediate intentions? Peter May is bound before long to prove his skill and staying power in a Test match. Graveney has matured excellently this summer in technique and temperament alike. A very fine Australian attack, with Lindwall at his best, will be wanted to remove from the wicket, for less than a formidable sum of runs, the amount of experience and ability represented and personified by Hutton, Edrich, Compton, May, and Graveney.

I am sensibly assuming that Edrich will this time receive an invitation to join the M.C.C. team, and a hearty invitation at that. He is a superb antagonist who never "gives in"; he bats with his eye and nose on and over the ball. No fast bowler ever caused him to flinch. The other week he was horribly hit in the face by a ball from Tyson. After a night in hospital he appeared at Lord's next day, to everybody's astonishment. And when he went to the wicket again Tyson was the first to bowl at him. Again, first ball of the morning, Tyson struck him a blow on the chest. Edrich, as a consequence, got himself nearer to the line of the ball. A few days afterwards he journeyed to Northampton and scored a century against Tyson. Would the

A SUPERB ANTAGONIST: W. J. Edrich, a great fighter, with tremendous courage, who bats with his nose right over the ball, and who is also a fine slip-fielder.

POWER AND GRACE: P. B. H. May, perhaps the most accomplished of the young post-war batsmen, is vice-captain of the M.C.C. team.

THE INIMITABLE STROKE PLAYER: D. C. S. Compton, whose cricket has the touch of genius about it that brings much-wanted sparkle to the game.

HARD-HITTING COMEDIAN: J. H. Wardle, who makes everybody laugh when he goes to the crease. But there is nothing light-hearted about the venom and accuracy of his orthodox left-arm bowling.

On left—

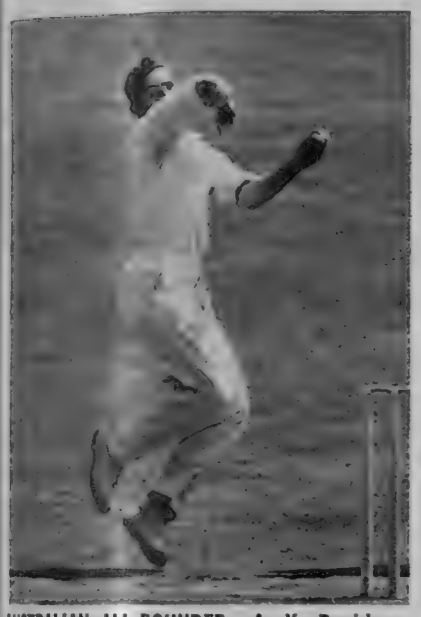
CAPTAIN OF ENGLAND: L. Hutton playing against the Australians last year (Hole at slip). The responsibilities of captaincy have not diminished his greatness as a batsman, but the coming tour will be a great test both on and off the field.

BACK TO FORM : T. W. Graveney, whose cover drives have been compared to Hammond's and who is one of England's finest batsmen when he gives free rein to his strokes.

MAINSTAY OF ENGLAND'S ATTACK : A. V. Bedser has consistently provided the greatest threat to Australia's top batsmen, as his record of victims demonstrates.

THE GREAT LEG-SPINNER : D. V. Wright has not been selected for the M.C.C. team. On the unresponsive Australian wickets he alone has been able to turn the ball.

THE FASTEST BOWLER IN ENGLAND : F. H. Tyson is only in his first full season of first-class cricket, but he can bowl very fast and straight—no more, no less.



AUSTRALIAN ALL-ROUNDER : A. K. Davidson, one of Australia's many young players who can bat, bowl and field in the top class with equal facility and brilliance.

THE GREATEST THREAT TO ENGLAND : R. N. Harvey, still only twenty-five, has all the strokes and the temperament to regain the Ashes almost single-handed.

YOUTHFUL TALENT : R. Benaud hitting out in his first match in England (Yarnold behind the wicket, Outschoorn at slip). He hit eleven sixes in an innings of 135 at Scarborough last year, equalling a world record.

Australians dream for a moment of discarding from their Test match team a cricketer of Edrich's nerve, skill and experience? Also he is one of our safest and most agile first-slips yet.

As the season goes to its end, the old question recurs: Is it as easy to-day for a Selection Committee to choose a balanced England team as it was in, say, the 1930's? At Leeds, in 1930, the England XI *v.* Australia was as follows:—Hobbs, Sutcliffe, Hammond, Duleepsinhji, Leyland, A. P. F. Chapman, Geary, Tate, Larwood, Duckworth, R. Tyldesley. But England could not win the rubber that year, simply because it was possible for Bradman, in five Test matches, himself to score 974 runs, average 139.14. I once asked William Voce of Nottingham what was the best ball to bowl at Bradman. "There's no blank best ball to bowl at him," was the fervid answer. If you are a bowler, it is as well to choose your period. I tremble to think of the havoc that Bradman would certainly wreak against the young aspiring fast bowlers of 1954, remembering how he hooked and cut and drove Larwood and Farnes and Allen and Bowes in the past. There have probably been individual improvements or advancements in English cricket these last four years or so; to give credence to this statement we need only mention the names of May, Sheppard, Graveney, Close, Titmus, McConnon, Loader, Tyson, Cowdrey, to name but a few.

But if we survey the scene in general, with an eye not fixed on the score-board or on the "records" and results, but on matters of individual style and mastery and variety of method, then I see no evidence that the game is near to a renascence of personality and character. It is still possible to go to a representative match at Lord's and watch a young and comparatively inexperienced slow bowler keeping a batsman of reputation on the defensive, with no fieldsman in the deep behind him. There is still an idea prevalent amongst contemporary spectators, brought up to look at first-class cricket through the eyes of B.B.C. commentators, that an innings by Bloggs of Blankshire can fairly be described as brilliant if it arrives at the aggregate of 100 in three and three-quarter hours.

Not long ago I spoke to the one and only George Gunn; he is beyond his seventieth year, but he goes to Trent Bridge to watch Nottinghamshire every day and looks young enough and agile enough still to walk out of his crease to any fast bowler and cut him late or drive him past cover, according to private fancy.

He said, "Ever since I first played cricket in 1902 batsmen have always made two mistakes. First of all, they take too much notice of the state of the wicket, whether it's 'drying' or 'green' or 'wearing out,' and all that rot. Then—and I think this is a worse mistake than the other—they take too much notice of the bowling."

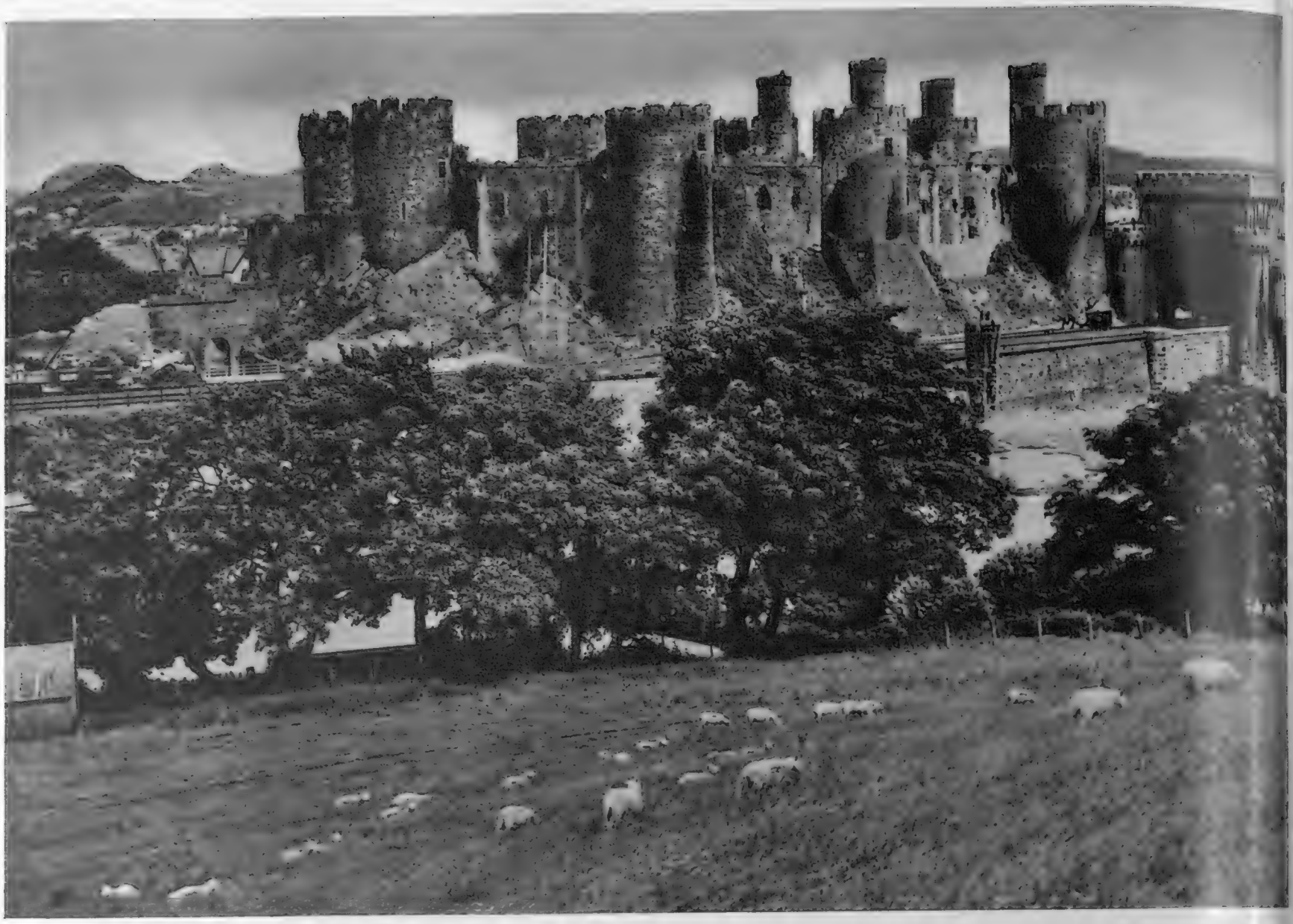
A good batsman—or, at any rate, a great one—is as eager to find and deal drastically with a bad ball as he is to frustrate with all his watchfulness and skill a good one. Captain Hutton might do worse than reproduce those sentiments in print and pin them up in the players' dressing-room wherever he takes his team in Australia.

The Australians have usually been quick to punish loose bowling and to use their strokes. Perhaps, when all is said about two cricket teams evenly matched, in static Australian conditions of weather and wicket—perhaps the side that wins in the long run is the one that hits the larger number of loose balls—and the proportion of loose balls in the attack of either side is much the same in a five- or six-day match. The England and Australian teams to-day seem very evenly matched. Australia, like England, need to find a batting combination to open an innings. But we can point to our No. 1—to our Hutton.

Australia's most dangerous batsman this time will surely be Neil Harvey. Although he is famous already as a Test match batsman who came to fame in 1948, we should not forget that he is only in his twenty-sixth year and must therefore be regarded as a cricketer of promise. The best of him has yet to come. He has the strokes that kill; he is capable of winning a match in an hour. In the England team will be Compton, who is not inferior to Harvey as a stroke-player. No Australian cricket policy has ever discouraged Harvey from putting into play all his strokes, even those which are as dangerous as they are brilliant. And it is hard to imagine that any sort of canny English policy would or could have the slightest influence on Compton. Yet it has seemed once or twice in the recent past that England have lost a Test match by a policy which apparently imagined that if a batsman stayed in a long time and scored next to no runs, all would be well. The Test match at Melbourne in December, 1950, was lost by a paltry 28 runs, mainly because only eight fours were hit from 511 balls.

There is every reason to suppose that Hutton will be able to weld his material in Australia into an *ensemble* of no slight range of ability, backed up by an eagerness to win and to be led boldly into action. And I fancy that this time Hutton will not hesitate to try to "get his blow in fust."

A FAST BOWLER OF GREAT PROMISE : R. G. Archer, yet another young Australian all-rounder who made good on last year's tour. He is a fast bowler who came second only to Lindwall in the tour bowling averages, and scored a century in his first match in England.



CONWAY CASTLE UNDERGOES REPAIRS : Since the Ministry of Works took over the castle and town walls on a ninety-nine-year lease from Conway Town Council, the much-needed repairs to the castle have forged ahead. Work is now in progress on the spur wall and its towers, and on the inner walls of the castle. On the left can be seen the scaffolding by which material and equipment is brought from the railway below into the castle. It was built between 1283 and 1288 by Edward I, who was besieged there in 1295 and nearly starved out. Perhaps the most beautiful ruin in Wales, the castle was designed by Henry of Ellerton and was one of six built by Edward to consolidate his Welsh conquests.

RESTORING CONWAY CASTLE

And News of Other Ancient Buildings in London and the Home Counties

FLOODLIGHTING IN CANTERBURY FOR ITS FESTIVAL : *Above* and *on left* are two views of the floodlit Christchurch Gate which, with the cathedral itself, were illuminated throughout the Canterbury Festival. The gateway, which leads into the cathedral precincts from the Butter Market, was built in 1517 by Prior Goldstone ; the wooden doors date from 1662.

During Canterbury's Festival, which was held this year from July 26 until August 6, the ancient cathedral and the Christchurch Gate were floodlit each night. The festival is a pleasant combination of the sporting and the artistic. On the local cricket ground Kent played three matches, against Hampshire, Middlesex and the Pakistanis ; there was also a bowling competition and a "bat and trap" competition. Bat and trap is an ancient Kentish game which has, of recent years, increased its popularity in the villages round Canterbury. The artistic highspots of the festival were a performance of *Elijah* in the cathedral nave and a production of *Hassan* at the Marlowe Theatre. There were also several exhibitions, including one of the Westgate collection of armour and—perhaps to the special interest of not-so-festive visitors—old instruments of torture.

On right—

ANOTHER ANCIENT HOME OPENS ITS DOORS TO THE PUBLIC: This summer, for the first time in 500 years, Firle Place, which lies in a woodland park between Eastbourne and Lewes, is open to the public. The home of Lord and Lady Gage, Firle Place was originally built about 1487 by Sir John Gage and is packed with treasures. The second owner of Firle Place was Sir John Gage, K.G., who rose to distinction in the reign of Henry VIII when he held high military posts in wars against the French and Scots. He became Constable of the Tower of London and, as such, had in his charge Lady Jane Grey. The architecture of Firle is early Tudor and mid-eighteenth-century. At the time the eighteenth-century extensions were made, the older part was altered so that the whole house now has a Georgian appearance. It is constructed of stone, believed to have been imported from Caen, in France, and much of it is roofed in Horsham stone.

THE CHURCH OF ST. NICHOLAS, CHISWICK: This parish church of Chiswick, pictured above, with the Thames in the background, is appealing for £4,000 for restoration work; half the sum needed will be used for restoring the aisle roofs. The church is on the list of buildings of historical interest; the tower dates from the fifteenth century. Hogarth is buried in the churchyard and Whistler in the new cemetery.

BRIXTON WINDMILL THREATENED WITH DEMOLITION: One of London's last windmills will be knocked down if a building application to the L.C.C. is approved. The plan is to build blocks of flats on the site at Blenheim Gardens, Brixton, S.W. The windmill was built in 1816 and was used until 1862. For at least another fifty years it continued operating with steam and gas engines. Under the County of London Development Plan the site is zoned as an open space and Lambeth Council have received support from local bodies for proposals to preserve the windmill.

INSIDE ST. NICHOLAS CHURCH, CHISWICK: This picture shows the font in the old bell tower. Most of the church, which stands in Chiswick Mall, was rebuilt between 1882 and 1884; the tower (1416-35) is the only old part remaining.

DOLLIS HILL HOUSE, WILLESDEN, TO BE A RESTAURANT: Government approval has been given to Willesden Borough Council's plan to convert Dollis Hill House—once the home of Mr. Gladstone—into a licensed restaurant. This means that the council have won the opening exchanges in a battle that has split the borough. The £13,000 conversion was the subject of a public inquiry recently, at which many objections were brought forward. Alterations are expected to start shortly, but Residents' Associations are preparing to fight the transfer application.

UNDERWATER SALVAGE TEAMS

Men of the United States Navy and Army who Daily Carry Out Hazardous Missions Below the Oceans of the World

GOING DOWN—SERGEANT DAWSON, OF THE UNITED STATES ARMY'S UNDERWATER SALVAGE DEPARTMENT, TAKES THE PLUNGE : This picture was taken at Pusan Harbour, in Korea, where Sergeant Dawson was helping in repairs to the harbour. The pictures on this page show some of the many different tasks carried out by the men of this department.

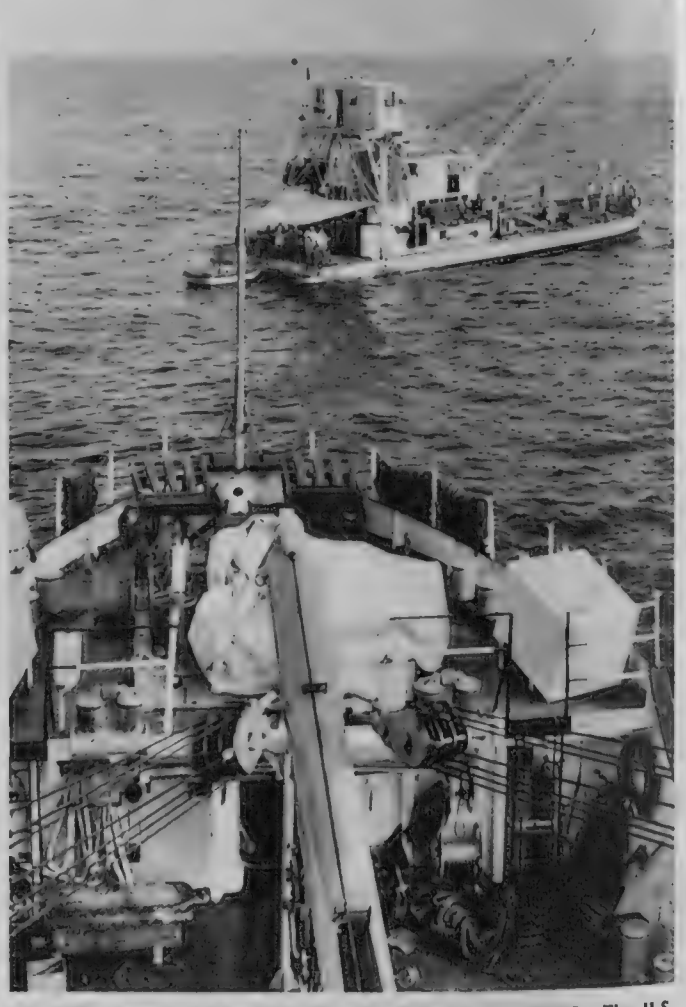
BLAZING AWAY BELOW THE WAVES : A United States diver using a special cutting torch to make a way through the side of a sunken vessel. Although the equipment he wears and uses looks heavy and cumbersome, it loses most of its weight when under water.

Although diving is a strenuous and hazardous job, and divers, during the past decade and earlier, have carried out many dangerous missions from which many people have benefited, they have remained unsung heroes. Since the end of the war, these " scavengers of the deep " have helped to recover some millions of tons of sunken cargoes, including much military equipment, and have destroyed many submerged wrecks which threatened to prove a danger to shipping. The pictures on this page have recently been released by the United States authorities, and show some of the many tasks carried out by the underwater salvage personnel of the Defence Department. These men have operated throughout the world in conditions varying from the clammy cold of Thule, in Greenland, to the warmer waters of the south. As well as their routine jobs, these men carry out many tasks of a more urgent and dangerous nature.

SHALLOW-WATER DIVING EQUIPMENT : This diver is about to " go below " to carry out work on harbour installations at Yokohama in Japan.

COMING UP : A diver floats helplessly on the surface of the sea after being raised by his colleagues who must now help him on to the ship.

SPEAKING TO A COLLEAGUE BELOW THE SEA : Two corporals are seen holding a conversation with a diver by way of the two-way wireless set.



RECOVERING A SUNKEN AIRCRAFT WITH THE AID OF DIVERS : The U.S. Diving Tender, *Blackthorn*, and the Naval Salvage Lifter, YSD-76, with divers aboard, co-operating in the salvage of the aircraft.

A NEW LOOK FOR THE ZOO—AN IMPRESSION OF HOW THE REBUILDING PROGRAMME WILL BRING CHANGES TO REGENT'S PARK: This look into the future shows the view of the proposed group of new lakes for aquatic birds. Beyond are the aviaries, and the short avenues between them allow an unrestricted view into Regent's Park. The plans for the £1,000,000 rebuilding of the London Zoo have now been formulated, but it will be some time before they are fully implemented.

REBUILDING LONDON'S ZOO

An Account of the Comprehensive Proposals which will Change the Face of the Popular Institution in Regent's Park

By H. C. MILLER
(*Fellow of the Zoological Society*)

WITH SPECIAL DRAWINGS BY VICTOR COVERLEY-PRICE AND F. A. STENGELHOFEN, L.R.I.B.A.

FOR 126 years the Regent's Park Zoo has provided London, and indeed the nation, with an endless source of education and entertainment. It has nourished, too, a long line of celebrities, both animal and human, from its founder, Sir Stamford Raffles, to Julian Huxley, and from Jumbo to Brumas. Human knowledge, particularly in the fields of comparative anatomy and animal behaviour, has richly benefited from the labours of its scholars, and from the beginning it has been the Mother of Zoos, an inspiration and a mentor for the 200 or so scientific menageries throughout the world.

To-day, the Zoological Society of London still maintains the world's finest and most comprehensive collection of living creatures. More different kinds of animals can be seen within the thirty-five acres of the gardens than in any similar area of the globe, and the Zoo is seldom without species that may be found in no other menagerie. For example, the Arabian sandcat (*Felis margarita*) and the West African bird picathartes (*Picathartes oreas*), at present at the Zoo, are probably the only representatives of their species in captivity. Housing and exhibiting animals as different as ants and elephants, lobsters and humming birds, is an affair of staggering complexity. The health and happiness of the animals obviously comes first, but they must be seen easily by the public, their surroundings must please the eye, and they must be housed in such a way that their keepers can look after them conveniently and without danger.

THE ZOO'S EARLY DAYS: The lake or aquatic birds and the aviaries in 1835, just seven years after the Zoological Society was first allotted five acres in Regent's Park. Ever since, the planning of the Zoo's architecture has been somewhat haphazard and incomplete, and the present plans by the Zoo's architect, Mr. F. A. Stengelhofen, are the first comprehensive proposals with which outside circumstances may not interfere.

The Zoo began in 1828 with five acres, allotted to it, after some hesitation, by the Crown Office, which still holds the right to refuse admission to "any creature deemed objectionable." Soon after the Society's formation, Decimus Burton, who laid out Hyde Park, was appointed as its architect—at a salary of £150 a year. Few details of his plan for the gardens were ever carried out, and though it is not known when exactly his association with the Society ended, before long other and less skilful hands were at work. Since those days numerous schemes for the replanning of the gardens have been put forward, but for one reason or another none of them were completed. Lack of money or space, wars, and other unpredictable events provided obstacles all along the line, and to-day the London Zoo is a strange, though endearing, jumble of architectural styles.

Immediately after the last war the Council, which is the governing body of the Society, decided that an entirely new approach should be made to the problem of redesigning the whole Zoo. There was the need to weld the gardens into a more artistic and attractive whole, and there was the problem of houses which were out of date or beyond repair. Rather than attempt to patch them up the Council decided to appoint a full-time architect with a brief to suggest how future developments could most expediently and economically be carried out.

Their choice fell on Mr. F. A. Stengelhofen, L.R.I.B.A., who has now prepared a comprehensive scheme along lines which are as novel and attractive as they are practical. To begin with he has selected a number of buildings which are to be preserved more or less as they stand. These include structures designed by Decimus Burton—for example, the Camel House and Clock Tower, the Ravens' Aviary and the Bear Terrace—partly because they are of great sentimental and historical importance, but also because their practical value has by no means expired.

Several other and more modern buildings are also to be retained, sometimes in a modified form: the

(*Continued on following page*)

THE ARCHITECT'S STUDY FOR A NEW RESTAURANT GROUP: This impression by F. A. Stengelhofen shows the Fellows' Restaurant, part of the proposed self-contained restaurant building. The new Fellows' Restaurant will have a ground-floor lounge and a roof garden. Several of the existing restaurants will, however, remain in the new scheme.

A BUILDING WITH A DUAL PURPOSE: The upper storey of this connected with the main terrace, and will be pleasantly [illegible] originally the Fellows' Restaurant. At ground-level will be [illegible]

REBUILDING LONDON'S ZOO

(*Continued from previous page*)

curious and monumental Mappin Terraces, which were completed in 1913, unfortunately after the death of the donor, J. Newton Mappin, of the firm Mappin and Webb; the 200,000-gallon, ninety-tank aquarium, still the finest in Europe, beneath the Terraces; the Reptile House, superbly constructed for the accommodation and exhibition of creatures which are often not only venomous but powerful; and the Administrative Offices, which are, however, to be extended.

It was obviously desirable to increase both public space and accommodation for animals, but the Crown will not permit the Society to use additional land in Regent's Park, and the expansion had therefore to be vertical rather than horizontal. This led the architect to conceive two-storeyed buildings, connected at first-floor-level by a system of terraces. Luckily the slope of the ground lends itself admirably to this scheme, for it descends rapidly eastwards from the Outer Circle and horizontal pathways can be carried away on raised terraces on a level with the main gate. The Mappin Terraces will be connected with the roof of the Reptile House adjoining, and thence to the Bear Terrace behind the Monkey House. The convenience and ingenuity of this plan made it the obvious basic principle on which designs should go ahead. It is, however, a flexible guide rather than a hard-and-fast programme.

HOW THE PROPOSED NEW BUILDINGS WILL BLEND WITH THE EXISTING FACILITIES: A view of the proposed rebuilding scheme as approved by the Zoological Society. New buildings are: 1. Horticultural Department and Social Club. 2. North Entrance; Public Conveniences; and Spare Animal House. 3. Canal Bank Paddocks. 4. New Canal Bridge. 5. Administration Offices. 6. Staff Entrance. 7. Antelope and Gazelle Houses. 8. Hippopotamus and Spare Houses. 9. Zebra and Spare Houses. 10. Catering Services—Administration and Cafeteria. 11. Fellows' Restaurant. 12. Parrot House and Public Conveniences. 13. Aviary. 14. Aviary and Staff Quarters. 15. Monkey House extension and Tropical Bird House. 16. Garage. 17. Menagerie Stores. 18. Works Department and Boiler House. 19. Quarantine Station; Sanatorium and Prosectorium. 20. Reptile House extension and Insect House. 21. Elephant and Small Mammal Houses. 22. Pelican Enclosure and Spare Paddocks. 23. Lion House and Small Cats House. 24. Spare Building. 25. Spare Paddocks and Penguin Enclosure. 26. Bird House. 27. Children's Zoo. 28. South Entrance and Public Conveniences. 29. Birds of Prey Enclosures and Park Paddocks. 30. Three island ponds and extensions. Existing buildings, which may in some cases be modified, are: (A) Office building. (B) Giraffe House. (C) Regent Restaurant. (D) Pavilion Restaurant. (E) Monkey House. (F) Mappin Terrace and Aquarium. (G) Reptile House. (H) Aviary and Sea Lion Pond. (J) Park Paddocks. (K) Cattle House and Aviary. (L) Pheasantry. (M) North Mammal House. (N) New Arrivals House. (O) Camel House; Aviary, and Bear Pits. (P) Elephant Ride; The small arena for the Chimpanzees' Tea Party; and lawns. (Q) Ostrich House. (R) Main Gate.

THE RAVENS' AVIARY: This well-known feature of the London Zoo is one of the structures designed by Decimus Burton more than 100 years ago which will be retained in the new Zoo. Other buildings by Burton which will remain are the Camel House and Clock Tower and the Bear Terrace.

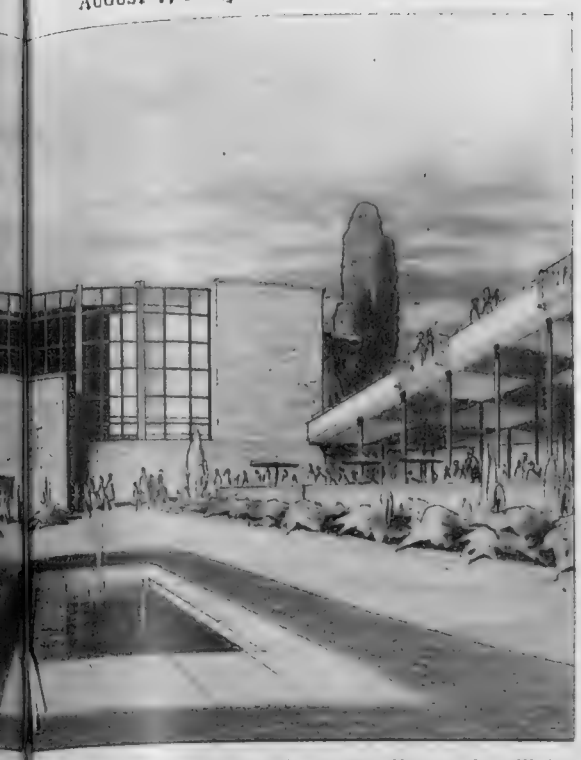
The plan for two-storeyed buildings, with birds, insects or small mammals on the upper floor and antelopes or other larger beasts below, has many attractions. It will increase animal accommodation by about 20 per cent. and public space by 10 per cent., equivalent to an additional seven acres of ground. From an administrative point of view this has obvious economic advantages over a further extension into Regent's Park.

In the new Zoo some animals will have larger cages than at present, but it is wrong to suppose that the larger the cage the happier and healthier its occupant will be, for the reverse is sometimes true. Guy, the splendid male gorilla at Regent's Park, has done much better in his comparatively small cage than did Mok and Moina, the pre-war gorillas, in the very large house especially built for them. At Whipsnade, the Society's "country zoo," animals have huge enclosures, but they do not always succeed there as well as at Regent's Park. The timid, nervous Impala gazelle (*Æpyceros melampus*) never bred at Whipsnade as it does regularly in its small pen at the London Zoo, and breeding is a sure sign of well-being.

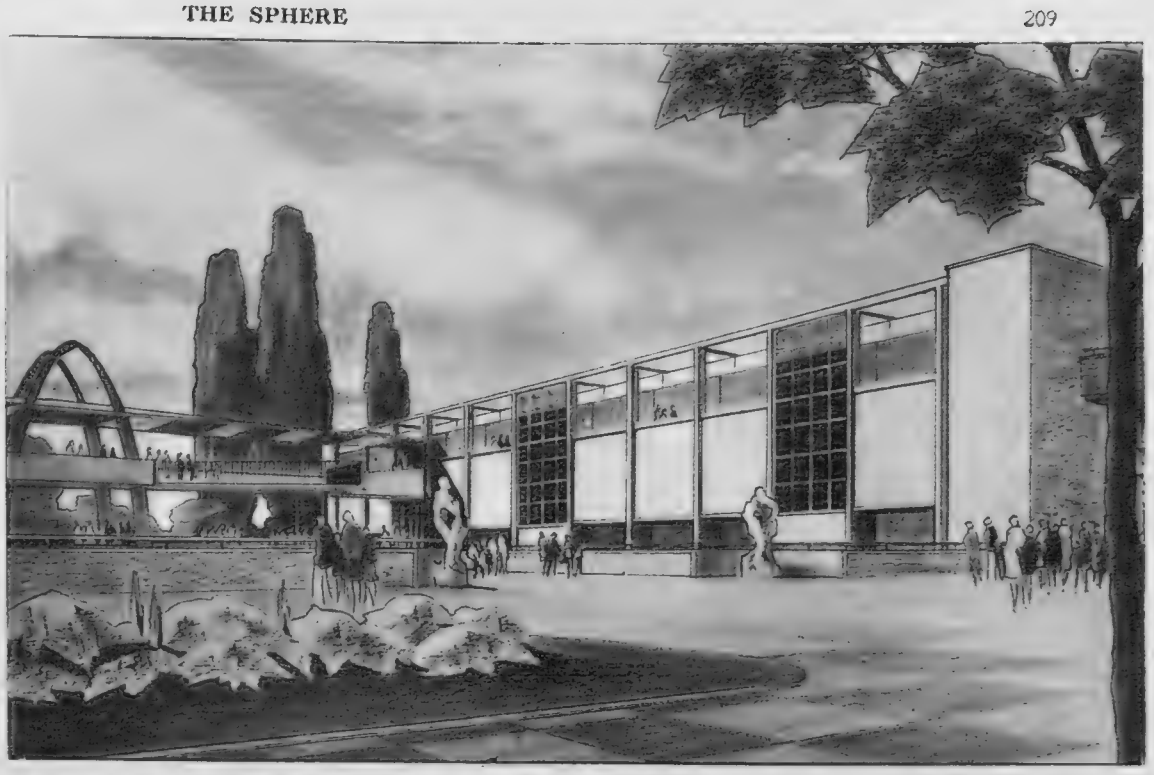
So far as the writer can discover, no research has been done on this fascinating problem of animal psychology. On purely empirical grounds, however, it might be suggested that nervous, temperamental animals will never grow accustomed to human beings while these remain as a distant threat on the skyline, but when constantly in close touch with people who never harm them, they soon lose their fear and tension. Moreover, the enclosing walls of a small pen might offer a feeling of security which is absent in an open field. Here is a problem the architect will no doubt investigate before completing details of the new houses, calling on the advice not only of the Society's zoologists, but also of the older keepers, whose long experience and profound wisdom in these matters could be more fully exploited.

The Zoo's attraction to the public is a seasonal one, and during severe winter days it is not uncommon to find the grounds almost deserted. The rebuilding scheme offers an architectural solution to this problem. Covered walks and ramps, fitted with removable glass screens, will provide protection from rain and cold winds, and when these are completed visitors will be able to make the main itinerary of the gardens entirely under cover. If the Zoo can be made a winter as well as a summer attraction to the public, something more than a commercial advantage will have been achieved. Animals soon learn to enjoy having visitors, who provide them not only with tid-bits, but also with company and an appreciative audience. The primates in general, and the anthropoid apes in particular, delight in showing off, and during the winter they miss their visitors keenly. The same is true of bears, lions, seals, and many other animals.

As regards the construction of new buildings and the modification of those to be retained, it is planned to eliminate bars and wire netting wherever possible, and to substitute ditches with low railings and bushes. The present Lion House, where Landseer studied his models for Trafalgar Square, was built in 1876, and was believed at the time to be the "most perfect accommodation for the larger carnivora ever erected." It



...his proposed building will be the Parrot House. It will be ...anged. The present Parrot House is in the building which was ...ge central lavatories, an important part of the new scheme.



WHAT THE LION AND ELEPHANT HOUSE GROUP MAY LOOK LIKE: A feature of the proposed Lion House will be an outside paddock in which the animals can wander about in an open paddock protected by a ditch 25 ft. wide. The new Elephant House will be on the site of the present Antelope House, and will also have a paddock.

THE PENGUINS' POOL: This charming corner of the Zoo, which was built about 20 years ago, will also remain as part of the rebuilt gardens. A new enclosure has, however, been planned for both penguins and pelicans.

probably was, but by modern standards it leaves much to be desired: heavy iron bars are so much in evidence, and it is difficult to understand why the outside cages, which were added later, should have been placed on the north side of the house, away from the sun. The existing system of moving animals from one cage to another is, moreover, an intricate affair involving heavy weights and shutters, and there is always the danger of a mistake involving fatal introductions between animals.

As an interim measure the Lion House is to be modified, but ultimately it will give way to an entirely new building. A feature of this will be an outside paddock in which the animals will wander, with no bars between them and the public. There will, instead, be a 25-ft. ditch, sufficient for even the largest of the cats. The disadvantage of this is that it keeps the public at a distance from the animals, and inside the house there will be no alternative to bars. Armoured glass, used in the Reptile House and elsewhere, is not suitable for animals of this kind, since it would soil too quickly. The interior cages of the Lion House and other buildings are to be separated by bays planted with tropical shrubs.

When the Zoo was first formed, local residents expressed grave doubts as to their safety with live lions "almost on their doorsteps." They need not have worried; dangerous animals have never escaped from the Zoo, if we except Chumley, the chimpanzee who took a bus ride to Camden Town and who was by no means dangerous. It is, indeed, easy to protect the public from the animals, but rather more difficult to protect the public from themselves. One young Victorian gentleman, having dropped his hat into a bear pit, climbed in to retrieve it. He was rescued from the embrace of a large bear by a very brave keeper, and the Society was justifiably astonished when he sent them an indignant letter together with a bill for a new hat. In 1934 a similar thing happened at Whipsnade. This time the young man did it for a bet. He chose the lions' den and was torn to pieces, in spite of heroic efforts to save him. More recently, small boys equipped with jam-jars have been found collecting grass snakes in an enclosure which was also swarming with adders. One of the architect's many headaches is that people are as blithely enterprising in defeating safety measures in the Zoo as they are anywhere else.

In the new Zoo there is to be an extension wherever possible of the system of lighting whereby cages are brilliantly illuminated and the public halls kept in

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THE PROPOSED DEVELOPMENT OF THE CANAL SITE: This picture shows how the banks of the Regent Canal, hitherto neglected, could be used as paddocks and gardens with walks and seats. On the highest part of the banks will be aviaries, with covered shelters. The proposed new bridge across the canal is shown in the background.

THE ELEPHANT WALK, A GREAT ATTRACTION FOR CHILDREN: This walk is already in existence, but it is proposed to build an arched shelter, possibly based on some style of Indian architecture, where the elephants can shelter when it rains. It is proposed to build a new Elephant House only a few yards away from the walk.

On left—

THE NEW CHILDREN'S ZOO: The building at right already exists, but the enclosures and paddocks for animals are still to be built. At present this area, adjoining Regent's Park, is unused. It is planned to make the new Children's Zoo three times as large as the present Pet's Corner, and to provide a separate entrance to it. Children will be able to make friends with many of the harmless animals kept in the Zoo, and they will be able to ride ponies, donkeys, and also other animals.

Below—

THE CHIMPANZEES' TEA PARTY: This is an imaginary view from a point on the proposed raised walk that will run round the main part of the Zoo. The building is the already existing Regent Restaurant, and the new walk will cross the front of it, thus enabling many more people to look down on the circular stand on which the Chimpanzees' Tea Party will be held.

REBUILDING LONDON'S ZOO

(*Concluded from previous page*)

semi-darkness, a device used at present with great success in the Aquarium, the Reptile House, and elsewhere. It is possible to keep birds in cages without fronts of any kind by carrying this method to its extreme. If the cages are brightly lit and the outside kept in almost complete darkness the birds will not fly out. Unfortunately, the public themselves provide the greatest obstacle to this scheme, for the temptation of putting one's hand inside the cage to stroke or even to abstract its occupant is too great.

Next to the Lion House, new accommodation for the elephants will be built. There are four elephants in the London Zoo at present, including a magnificent female of the African species. They have a large enclosure in the Outer Circle, but their stables are underground, which is not satisfactory, and they are some distance from the Elephant Walk in the main body of the gardens, where children are given rides. Their new house, on the site of the present Antelope House, will be only a few yards from the Walk. They, like the lions, will have an open outside paddock, protected by a ditch, and in their case it will be possible to use a ditch instead of bars inside the house as well.

While the Elephant House is being built, the antelopes will be given temporary accommodation in what is now the sanatorium and quarantine station. Later, a new Children's Zoo will be built on that site. It will be three times as large as the present Pets' Corner and it is hoped to provide a separate entrance to it from the Park, so that children who cannot afford admittance to Pets' Corner as well as the Zoo, can make their choice. The Zoo's administrative offices, housing the splendid library, are to be extended and will include an exhibition hall and cinema. A self-contained block of restaurant buildings, including a new Fellows' Restaurant with a ground-floor lounge and a roof garden, will be built around the eastern tunnel, and will have direct access to the road.

A ZOO LANDMARK WHICH WILL BE RETAINED: A view of the Mappin Terraces from the Terrace Restaurant. These "curious, monumental" edifices make an outstanding landmark in Regent's Park, and will continue to have a place in the reconstructed Zoo.

Almost all the primates have, from time to time, been shown in the Zoo's Monkey House, which usually has about 100 species on show, including all the anthropoid apes—gorilla, orang-utangs, chimpanzees and gibbons. On one occasion recently visitors were able to see the line of evolutionary ascent even more clearly than usual when the writer was inadvertently locked in a monkey's cage next to the gorilla, to his own confusion and the edification of the crowd. The Monkey House is to be retained in its present form, but extended along the site of the present Rodent House. The canal banks, which are part of the grounds, are now more or less neglected, serving only the small boys of Camden Town—known to the keepers as "members"—who find their way in through the wire mesh. Last summer one enterprising juvenile, having dug a hole under the fence, was discovered charging his friends a penny each for admission through it to the Zoo. In the future, the canal banks will be used as paddocks for animals ranging from antelopes to wolves, with public footpaths winding among them. There is a suggestion that wolves, kept in houses along the North Bank, might be given access through a tunnel leading under the public path to a canal bank compound below.

These, then, are some of the details of the Zoo's rebuilding programme. How fast it will progress depends upon finance and the granting of building permits. Something like £1,000,000 will be needed and a rebuilding fund has been opened. But a start has already been made. An elaborate system of oil-fired central heating has been installed as part of the scheme and the Council has given the word to proceed at once with the service, sanatorium and quarantine buildings, which will be placed in the quiet backwater behind the Mappin Terraces. It will be some years before the scheme has been completed, and there will inevitably be problems and obstacles at present unforeseen. Yet with a vigour and freshness surprising in one of her years, the Old Lady of Regent's Park is hitching up her skirts ready for another long term of service as one of Britain's best loved and most respected institutions.

Above the Clouds

Pictures of Two Jet Aircraft during High-Altitude Tests in this Country and America; and a Helicopter Demonstration in Scotland

On left—

THE BOEING JET STRATOLINER CRUISING GRACEFULLY AROUND MOUNT RAINIER DURING AN EARLY TEST FLIGHT: The Boeing 707, which is envisaged by its makers for both military and civil aviation, made its maiden flight on July 15, and since then a rigorous series of test flights have been carried out. Mount Rainier, which has almost become a Boeing trademark, is some sixty miles from the Boeing airfield at Seattle, and its rugged, snow-covered peak rises to 14,408 ft. above sea-level.

The Boeing 707, which has been built as a private venture by the Boeing Company for possible use in a military role as a fuel tanker or transport, or in civil aviation, where it would be in the same class as the new Comet Series 3, has now completed its first extensive series of seven test flights, and an announcement made by the Company says that the aircraft has performed in an excellent manner. Altogether 15¾ hours were logged in the air during the eight days of the trials, and the aircraft was flown at altitudes above 42,000 ft. and at a speed of mach .8—more than 550 miles per hour. The longest flight in this first series lasted 3 hrs. 55 mins. During these flights, the aircraft has been banked in both directions and at all speeds; flown near the stall to determine its handling at low speeds; climbed at its operational rate, and dived; and the air brakes and flaps have been thoroughly tested. Also a brief check was made of the ability of the 707 to hold formation with the eight-jet B52, as it would have to if refuelling in the air. The test crew, have become increasingly enthusiastic over the 707's performance with every flight made.

A DEMONSTRATION OF CASUALTY EVACUATION BY HELICOPTER: A Dragonfly helicopter of the Royal Naval Station at Lossiemouth, in Scotland, is seen hauling up a Territorial Army officer strapped in a special rigid "strait jacket," in the same manner as the wounded are removed from parts of the jungle in Malaya. The demonstrations were given at Pinefield Camp, Elgin, in Scotland, by members of the Fleet Air Arm and by the officers and men of a Territorial ambulance unit who are spending their annual fortnight camp at Elgin. The casualty is strapped into the special jacket by helpers on the ground, attached to a rope from the helicopter, which then, with the aid of a small crane, hauls him into the aircraft.

On right—

THE LATEST VERSION OF THE ENGLISH ELECTRIC CANBERRA: A Canberra Mk. 7 goes into a steep climb above the clouds. This aircraft, which is being flown by Flight-Lieut. A. J. A. Heyns, of Brentford, in Middlesex, is from No. 542 Squadron, which has just completed a series of test flights with the new reconnaissance aircraft. Flight-Lieut. Heyns was a member of one of the crews which flew one of these aircraft, a distance of 156,000 miles in twenty-five days. This is more than half the distance to the moon. During these trials the Canberra did not receive any special servicing, and had only a routine inspection periodically. After 300 hours of flying, the Rolls-Royce Avon engines were found to be in such good condition that another 100 hours flying was carried out.

ON ONE OF THE LONELIEST AND TOUGHEST STRETCHES OF THE REDEX TRIAL: A Ford Consul, driven by J. R. Connors and G. Chew, ploughing its way through the dirt track between Katherine and Top Springs, in Australia's Northern Territory. It was on this stretch of the trial that one of the drivers competing was threatened by an Aborigine armed with a tomahawk and a spear.

THE WINNER REACHES SYDNEY IN TRIUMPH: Jack Murray, driving his Ford V8 to the finishing line after completing the 9,600 miles round Australia.

ROUND AUSTRALIA

The Redex Reliability Trial Provided a Tremendous Test for Drivers and Cars—They Completed 9,600 Hazardous Miles in Eighteen Days

A great crowd, amid tremendous excitement, greeted the winner of the 1954 Redex Reliability Trial when he arrived after covering 9,600 exhausting miles in eighteen days. The trial is a tremendous test of endurance for drivers as well as of "reliability" for cars, and it has rightly captured the imagination of the Australian public. The winner was a Sydney garage owner, Jack Murray, who put up the remarkable performance of taking his 1948 Ford V8 round Australia without incurring a penalty. Second came a Peugeot, driven by Gerald Patterson and Harry Russell, who lost eight points and won the 1,500 cc. Class; third was a Holden (General Motors), with a loss of fourteen points, which won the 2,500 cc. Class. The first and second prizes for teams went to Holden (General Motors), and third came the Humber Super Snipes.

The course of the trial was split up into twelve laps, at the end of each of which there was a rest period of six or twelve hours. The trial began at Sydney, and the cars headed along the coast northwards, through Brisbane, until they reached Townsville, in Queensland, three days after the start. Then they headed west to Mount Isa, and then north to the port of Darwin. This last route took the cars over the desolate sands of the Northern Territory, over the dirt tracks of the Never-Never Land. Conditions were not much better from Darwin into Western Australia, and a large number of cars never reached Perth on the twelfth day of the trial. From Perth the trial headed westward, through Adelaide and Melbourne, until, after eighteen days of driving, the winner reached Sydney.

The Redex Reliability Trial is becoming an annual event, and the excitement is not by any means confined to the public. Drivers were attacked by man-eating crocodiles, wild cows, and Aborigines with tomahawks, quite apart from having to endure the trials and tribulations of driving through sandstorms, ravines, and creeks. It is a unique test for driver and car.

AFTER MORE THAN A WEEK OF ARDUOUS DRIVING: H. J. Wood and D. Carle in their Peugeot on the Katherine-Top Springs run over a week after leaving Sydney. The Redex Reliability Trial took competitors round Australia in eighteen days. Of the 248 starters, only 127 officially finished.

CLUTCH TROUBLE IN THE MIDDLE OF NOWHERE: All hands below their Peugeot as the "Flying Dutchmen," Gerrit Luiting, Z. Michael and Cyril Goldbert make running repairs at a lonely spot off the track.

THE TRIAL CARS REACH BRISBANE : Parked at the Exhibition Ground after completing the first lap of the Trial, the 667 miles from Sydney to Brisbane, at an average speed of 28 m.p.h. In the Queensland capital the competitors were allowed a twelve-hour rest, before going on to Rockhampton, another 476 miles to the north.

ACROSS THE SANDS OF WESTERN AUSTRALIA : An aerial view looking over the Pardoo Sands, near Broome. A Humber Super Snipe, driven by G. T. Gilbert, is seen churning up the dust as it continues on its way on the eleventh day of the trial.

A WEEK TO GO : C. Hicks, of New South Wales, with his Ford Customline 30 miles outside Broome, Western Australia. His car was one of only 176 to get as far as Broome. The drivers in the first three positions at this stage of the trial retained their lead for the final week.

BETWEEN CHRISTMAS CREEK AND BROOME : A Ford Zephyr piled high with spare wheels and its nose badly dented coming into Broome along the dusty bush track, typical of the route along the 362 miles from Christmas Creek to Broome.

CROSSING THE FINISHING LINE IN THE SYDNEY SHOWGROUND : Donald Peers, the English singer, flagging in one of the finishing cars. The outright winner of the great Round Australia Trial was the 1948 Ford V8 with Jack and Bill Murray (they are not related). Jack Murray is a garage owner from The Bondi, Sydney. His car lost no points, and the only damage to it were broken shock absorbers.

FLATFORD MILL—PROBABLY ONE OF THE BEST-KNOWN BUILDINGS IN THE CONSTABLE COUNTRY: The mill, which has many historic associations other than with the painter, was, at one time, owned by John Constable's father, and as a boy, the painter worked for nearly twelve months at the mill he was to paint so many times in his later life. This mill, on the River Stour, is the true heart of the Constable country.

APPROACHING STRATFORD ST. MARY FROM THE ESSEX SIDE: This picture was taken at the bottom of Gunn Hill, and the Stour runs under the bridge on the left. During the fifteenth century, this town was a seat of the woollen trade, and the beauty of its church owes much to gifts from wealthy clothiers made around this date.

THE CONSTABLE COUNTRY

THE AREA ALONG THE BORDERS OF ESSEX AND SUFFOLK WHERE THE GREAT LANDSCAPE ARTIST LIVED AND PAINTED FOR MANY YEARS

Described by John May

TREES stand out sharply in the middle distance against a bright, cloud-swept sky; from the corner of a water-mill in deep shadow to the left, the scene opens out on the right to a long view across a river and meadows to low hills on the horizon. This, briefly, is the subject matter of John Constable's painting of Stratford Mill, according to Sir Alfred Munnings, "probably the world's best landscape." A 6-ft. canvas, it was exhibited by Constable at the Royal Academy Exhibition in 1820, sold gladly to a friend for £100—and in the last eight years has twice changed hands for over £40,000.

John Constable wrote to the same friend, "I now fear (for my family's sake) I shall never be a popular artist, a Gentleman and Ladies' painter." His was a prime case of justice coming late. But to-day the great artistic worth of his work, of which there is rich store in London in the National and Tate Galleries, and especially in the Victoria and Albert Museum, is enhanced by the unusual circumstance that the landscapes are vivid portraits of living scenes.

Although it is approaching two centuries since Constable was born, the church (*sans* bell-tower or steeple) in his native village, the countryside he roamed as boy and man, the water-mill where he worked—all scenes he loved to draw and paint—are still there for anyone to sketch, photograph or gaze upon. "Constable Country," strung along the River Stour on the Essex-Suffolk borders, has become, in fact, a place of summer pilgrimage for those who love this part of England as Constable did.

The centre of Constable country is Flatford Mill. The mill is a mile or so upstream from where the Stour widens into a tidal estuary at Manningtree. Constable country's other extreme to the west, not more than ten miles away, is Nayland, also on the Stour. Between are Stoke-by-Nayland, Langham, Stratford St. Mary, Dedham, East Bergholt and Brantham—all places that figure frequently in the Constable story.

John Constable was born on June 11, 1776, at the village of East Bergholt, in a red-brick house to the north of the church. Parts of the outbuildings and land remain as cottages and tea-gardens, but the house itself can be seen only in the artist's drawings and paintings. At seven he went to his first boarding-school, moved later to another at Lavenham (where he was beaten often by the usher who was in charge while the headmaster was away courting), and finally to Dedham.

At Dedham, Constable attended the Free Grammar School of Queen Elizabeth, established in 1574 and closed in 1899. The present red and grey brickwork building, across the square from the church, with smooth lawns, lupins and lime trees in the garden, bears a tablet—"THOMAS GRIMWOOD—*Hujus scholæ Magister.* 1732"—to the father of the Dr. Grimwood who found that Constable, as a pupil, was only good at penmanship, but treated him well, nevertheless. At twenty-four, Constable repaid past kind treatment by painting his portrait.

The urge towards painting was first fostered in him (the second son in a family of three boys and three girls) when he became friendly with John Dunthorne, an East Bergholt plumber and glazier who sketched as a hobby. They worked together outdoors, in Dunthorne's shop, or in a rented room over the East Bergholt post office out of sight of Constable's disapproving father.

Golding Constable was a miller who had inherited the water-mill at Flatford, and bought a second water-mill at Dedham, with two windmills near East Bergholt. When John Constable left school, he worked in the mills for a year, went to London for three years to study under an artist of sorts, tried the mills again for two years, and then finally gave himself up to painting as a career.

THE LOVELY OLD BRIDGE ACROSS THE STOUR AT CATTAWADE: The eighteenth-century inn in the background of this picture would have been known to the artist as a fairly new building. Cattawade is near the mouth of the Stour, the river which divides Essex from Suffolk.

A SEVENTEENTH-CENTURY DATE PLAQUE AT NAYLAND: Constable must often have passed this quaint old sign.

He had become an expert observer of wind, weather and wide East Anglian skies because these were things that meant money to a windmiller. He had learned to love water so much that it was seldom to be absent from his compositions. "The sound of water escaping from mill dams, willows, old rotten planks, slimy posts and brickwork, I love such things," he said. "As long as I do paint, I shall never cease to paint such places." But he developed slowly, and the struggle for recognition and even to marry the girl he had fallen in love with, Maria Bicknell, became desperately long.

Constable could make quick money by painting portraits in London. But, although he knew landscape was not in fashion, he stuck to it, and summertime always brought him back to Suffolk to sketch in pencil, water-colours and oils. A favourite subject from his earliest days was East Bergholt Church, where he and Maria met when she was visiting.

To sweeten Maria's grandfather, the rich rector of East Bergholt, who had vetoed the marriage by threatening disinheritance, Constable's mother sent him the gift of a water-colour of the church which her son had painted. The rector replied with a banknote, and it was not until sixteen years after first meeting that the two defied Maria's relatives by marrying—at which the relations relented.

Near the east end of the village street of East Bergholt, a lane to Dedham leads past the spot which Constable made into his famous painting of "The Cornfield." Exhibited in 1826, it was hailed as his best picture up to that date. But anyone who seeks to see something of the actual scene to-day should know that the view is a composite one. The dying tree appeared also in "The Edge of the Wood," painted years before; the boy lying prone to drink was in a sketch called "A Country Lane." But most important of all for the visitor to Constable country, the church that forms the distant focus of the picture cannot, in fact, be seen at all from the point where the artist must have stood for this scene.

Constable's favourite subjects through all the years of his life were never far from Flatford Mill, reached by a narrow, tree-lined lane—now, incidentally, a one-way street—from East Bergholt. Especially he delighted to paint the cottage opposite the mill, where his friend, Willy Lot, lived for eighty-eight years without spending more than three nights elsewhere in his whole life. Willy Lot's house appears to the left of "The Haywain" and in "The Valley Farm" from a

A QUIET CORNER OF NAYLAND, A TOWN WELL KNOWN TO CONSTABLE: The tower of the church, where Constable painted "Christ Blessing the Elements," one of his few religious paintings, can be seen, and on the right is Alston Court.

A RED-BRICK WATER-MILL AT SUDBURY, IN SUFFOLK: This building, which is surrounded by many fine trees, has now been converted into a fine dwelling house.

On left—
THE FAMOUS COTTAGE WHERE CONSTABLE'S FRIEND, WILLY LOT, LIVED FOR MANY YEARS: This cottage, which featured in many of Constable's paintings and sketches, is now owned by the National Trust.

On right—
BURES WATER-MILL, ONE OF THE MANY ALONG THE RIVER STOUR: This fine old timber building is situated a few miles up stream from Nayland.

second viewpoint. The mill, the cottage, and surrounding land are now the property of the National Trust, and devoted to art and nature study, being one of the centres of the Council for the Promotion of Field Studies.

Students from universities, training colleges and schools, research workers, artists and art students all come to Flatford Mill. They study painting, sketching, biology, botany, ornithology, geography and general natural history at all seasons of the year from February to November, under the general direction of the Warden, F. J. ("Jim") Bingley, M.A. Five-and-a-half guineas a week covers board, lodging and the use of library and laboratory, with tuition when required. Amateur naturalists and artists are as welcome as the experts, to work on their own or with others. They sleep in Willy Lot's house and a medieval timber-framed manor house (leased from the Ancient Buildings Trust), and eat in the refectory in the mill. Constable himself, who posed models for the students at the Royal Academy would have thoroughly approved of the arrangement.

Indeed, John Constable might not have disapproved even of the fate of the other mill at Stratford St. Mary, the subject of his "world's best landscape." It was replaced with a brick building, which in turn was demolished in 1947. But Constable said, "I never saw an ugly thing in my life. Let the form be what it may, light and shade and perspective will make it beautiful."

Stratford St. Mary, the last town in Suffolk on the Ipswich to Colchester road, is a long street that has seen the cavalcade of hundreds of years of changing traffic. Its many inns have lodged carters and coachmen, soldiers and kings. Its streets have seen everything pass, from modern cars and motor-coaches to herds of cattle and droves of Norfolk and Suffolk geese.

Dedham, more peaceful because on no main road, is a jewel of a red-roofed country village where every house seems painted and polished till it shines with personality and distinction. The village pump is now, according to a notice, polluted, but the atmosphere is pure peace. There are skiffs for hire near Dedham's creeper-covered mill. "Roaring Rogers," the sixteenth-century vicar with an enormous voice, whose funeral packed the church so full that parts of it almost collapsed, is still remembered there.

This is one of the great perpendicular churches that was erected in the prosperous days of the wool trade. It rivals Thaxted, Lavenham, Saffron Walden and similar edifices, and so dominates the district that Constable was always using it in his paintings. Every other corner of Dedham suggests a subject for a picture, in fact, and it is little wonder that up Castle Hill towards Ardleigh another great artist, Sir Alfred Munnings, has his home and stables at Castle House—one of the houses where cottage-woven cloth was at one time collected by the merchants.

Dedham is, of course, the main feature of Constable country that is over the border in Essex. But Constable loved also Langham, again on the Essex side of the River Stour, for a variety of reasons. The rector here was John Fisher, afterwards Bishop of Salisbury, who bought his "Stratford Mill" and other paintings, and was a lifelong friend, counsellor and comfort. At Langham, near the church, Constable sketched and painted repeatedly the subject of what seemed to him one of his best pictures—Dedham Vale—with the meandering river making towards Dedham Church and the wide, distant Manningtree Water. It was at Langham, too, that he painted several times "The Glebe Farm," but Langham church tower is not visible to the right of the farmhouse as Constable liked to place it.

Churches so tall and so beautiful as those in Constable's countryside cannot be excluded from landscape—even if it means shifting them slightly. At Stoke-by-Nayland the 120-ft. perpendicular church, which dwarfs near-by timbered houses was included in Constable's "View at Stoke-by-Nayland."

Destined to make famous such churches as these, John Constable only twice painted religious subjects for the interior of churches, both while young. In 1804 he accepted a commission to paint an altar-piece, showing Christ blessing the children, for the church at Brantham which had once been in the joint parish of Brantham-cum-Bergholt. It is still to be seen there.

On seeing one of Constable's paintings for the first time, a Frenchman said "the ground appears to be covered with dew." John Constable's unruffled pastoral calm has become to-day a balm to noise-shattered nerves harried by life in towns. It is an ineffable peacefulness that still broods with the summer sunshine over the Stourside scene which this great painter made his own.

SOMERVILLE COLLEGE HOLDS AN ANNIVERSARY

To Celebrate 75 Years of Existence, Oxford's Second Oldest Women's College Plans Expansion

THE MAITLAND ARCHWAY OF SOMERVILLE COLLEGE, OXFORD : To celebrate its seventy-fifth anniversary, Somerville College, the second oldest women's foundation at Oxford University, has opened an appeal to old members and friends of Somerville for £32,000 for a new building. The archway shown above joins the Maitland Hall with the old Jackson wing of the house.

On right—

THE CHAPEL : This was built in 1934 and was the gift of a senior member ; the architects were Courtenay Theobald and Deane Skurray. A carved oak organ case, designed by the same architects, was the gift in 1936 of five members (with others) surviving from the first generation of students.

THE " HOUSE " AT SOMERVILLE COLLEGE : Walton House, a stone-built family mansion dating from 1826, was occupied by Somerville Hall when it opened in 1879 and remains as the central building of the college ; it is known to its members as " House." A corner of the Maitland building is also shown.

On right—

THE LIBRARY : This building, put up at the beginning of the century by subscriptions from old members of the college, has since been enriched by many benefactions ; John Stuart Mill was among those who made generous gifts to it from his own personal library.

SOMERVILLE'S DINING HALL : This was built in 1913 and was financed mainly by old members. The oak panelling is a memorial to Miss Maitland, one of the early principals. Portraits of the first four of them hang in the hall : Miss Madeleine Shaw Lefevre (1879-89), Miss Agnes Maitland (1889-1906), Dame Emily Penrose (1907-26), and Miss Margery Fry (1926-31).

This year Somerville College, Oxford, celebrated its seventy-fifth anniversary. The College was founded in 1879, on an undenominational basis, under the title of Somerville Hall. The name was given in honour of Mary Somerville, the mathematician, and the College has adopted for its seal the arms and motto of the Somerville family.

Mary Somerville, who died in 1872 at the age of ninety-two, was the Scots-born daughter of Admiral Sir William Fairfax ; she was a brilliant scientist and first became known by a popularisation of Laplace's *Le Mécanique Céleste*.

With Miss Madeleine Shaw Lefevre as its Principal, the Hall opened in October, 1879, with twelve students who were accommodated in Walton House. Somerville Hall was incorporated under the Companies Act in 1881. In 1920, the College was admitted, as a Society of Women Students, to the privileges of the new statute of the University for the matriculation of women and their admission to degree. In 1926 it was incorporated by Royal Charter under the name of The Principal and Council of Somerville College.

In the First World War the College was used as a military hospital, and in the second it housed nurses from the Radcliffe Infirmary. But in its seventy-five years of existence it has turned out many distinguished women, among them novelists Vera Brittain, Winifred Holtby and Dorothy Sayers, and economist Barbara Ward.

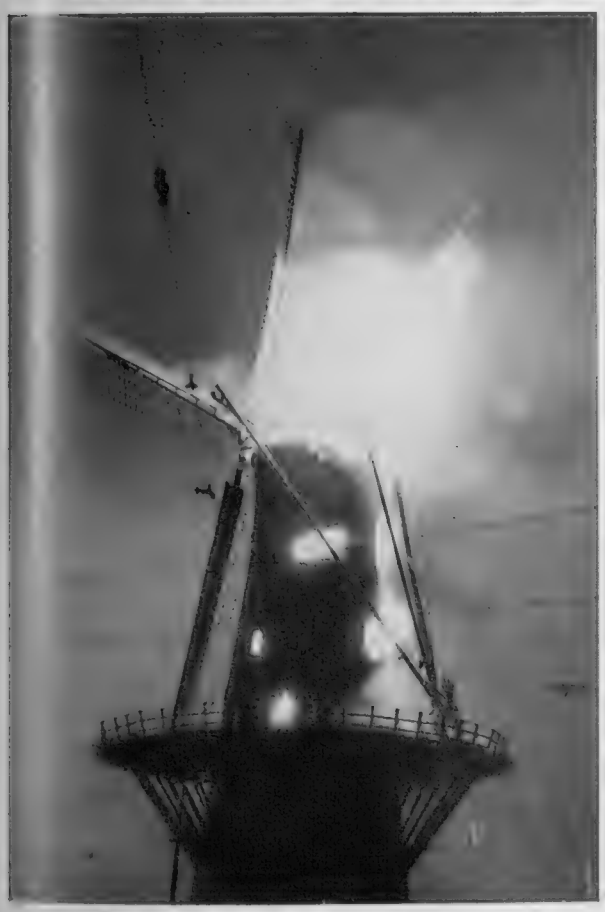
The anniversary is being associated with an appeal to old members and friends of Somerville for £32,000 for a new building. This will house a book stack for 25,000 volumes on the ground floor, and on the two floors above ten undergraduate rooms will be assigned for overseas students. It is hoped that building will start after next Hilary term.

LANDSLIP AND FIRE

From Niagara, Rotterdam, Stockholm, and Hong Kong, Come Pictures of Disaster

On left—

NIAGARA FALLS—ROCKS AND ALL : An estimated 185,000 tons of rock is seen crumbling away from Prospect Point to crash down into the gorge 170 ft. below ; the roar of its fall could be heard for miles around. Prospect Point, a favourite vantage place for viewing the American Falls, was virtually destroyed ; most of it, a strip 200 ft. long by 70 ft. deep, was carried away. On the morning of the fall a crack was noticed in the rocks several inches wide and many feet long. The area was roped off as a formal precaution, though it was not then believed to be necessary. The rock was not expected to fall for years ; instead, it fell in a matter of hours. Thanks to what was regarded as unnecessary fussiness, much loss of life was avoided, as hundreds of people used to gather on Prospect Point every day. In fact, no one was injured. The fall was caused by the undermining of the shale foundation by the strong current of the river ; other falls are expected along what is left of Prospect Point, as there are still pieces left hanging precariously over the gorge. Engineers and geologists were considering dynamiting parts of the area to create a new observation point. Several thousand people watched the fall, including 120 who were on a river steamer near by—but far enough away not to be caught by the crash.



ROTTERDAM'S LAST WORKING WINDMILL GOES UP IN FLAMES : The Mill de Noord, one of the tourist attractions of Rotterdam, was completely destroyed by fire last week. It was built in 1570 and restored in 1718, and survived the great bombardment by the Germans of May 14, 1940 ; when buildings all around it were on fire, the miller saved the mill by keeping its sails turning furiously. The mill was one of the few ancient monuments left in Rotterdam.

FIRE AT THE STOCKHOLM STADIUM : Firemen can be seen working to extinguish the fire which destroyed one of the stands of the Stockholm Stadium. The fire broke out at night during the time when Sweden was holding an athletics match there against Hungary. The stadium was built for the 1912 Olympic Games.

On right—

A HONG KONG FIRE RENDERS 30,000 HOMELESS : This blaze, which started from a faulty kerosene stove, was the second worst squatter fire in Hong Kong's history. It took place in the squatter village of Tai Hang Tung, Kowloon, whose inhabitants are nearly all refugees from Communist China. The fire raged for 2½ hours in the congested settlement, and besides leaving thousands homeless, killed nine people and injured thirty. Last Christmas, fire in a squatter village left 50,000 homeless.

HOLIDAY WEATHER—"THE WORST CROSSING EVER": A couple of young cyclists, their tandem abandoned on the deck of the ship, concentrate on the almost futile task of keeping themselves dry while crossing to the Isle of Wight on the ferryboat *Princess Elizabeth*. The spray seen in this picture is coming from the waves crashing over the bows of the boat. Scenes such as this are only too well known to the people who have spent their holidays in Britain this year. The frequent rain and high winds have also interfered with sport; yachting regattas have had to be cancelled, and at the Gliding Championships in Derbyshire only a few days were suitable for flying.

A NEW LIFEBOAT ARRIVES AT COVERACK IN CORNWALL: Coverack's new lifeboat, the *William Taylor of Oldham*, is seen being hauled up the slipway after her arrival from Salcombe. She replaces the old Coverack lifeboat, the *Three Sisters*, which had been in service there for twenty years. The new motor vessel, of 18 tons, cost £24,000 to build and will cost about £1,000 a year to run.

THE HOME NEWS IN PICTURES

A SURVEY OF RECENT EVENTS BOTH NORTH AND SOUTH OF THE BORDER

SIR JOHN HUNT TALKS TO SCHOOLBOY EXPLORERS: The leader of the successful British Expedition to Mount Everest is seen talking to Michael Greig (holding the camera) of Trinity College, Glenalmond, who, with sixty other schoolboys, was about to leave London Airport for Montreal, on an expedition to Northern Quebec. The expedition is organised by the British Schools Exploring Society, and the party is to set up a camp on the shores of Lake Wacconichi, from where it will strike out into desolate country.

JUDGING THE ENTRIES OF THE GILES BEQUEST COMPETITION AT THE VICTORIA AND ALBERT MUSEUM: In this picture, from left to right, are: Peter Floud, the Keeper of Circulation at the Victoria and Albert Museum; Peter Ward-Jackson, Assistant Keeper of Prints and Drawings; and Edward Croft Murray, the Keeper of Prints and Drawings at the British Museum. The competition is held every two years and is open to any British artist. Five prizes are awarded; the first is for £75, and the second, £50. William Giles, who founded the bequest, died in 1939.

A COLOURFUL EVENT IN A PICTURESQUE SETTING—THE BALQUIDDER, LOCHEARNHEAD AND STRATHYRE HIGHLAND GAMES HELD AT LOCHEARNHEAD, IN THE SHADOW OF THE HIGHLANDS: This general view of the dancing competition shows admirably the atmosphere of these gatherings. The games park at Lochearnhead is situated at the top of Loch Earn, and is one of the most colourful in the country.

SALUKIS ON SHOW AT ROEHAMPTON : Miriam Coston taking care of her mother's three Saluki hounds at the Saluki Hound Club's Show which was held in conjunction with the Arab Horse Show last week. The Saluki is claimed to be the oldest breed of dog in the world, and it has often been found depicted in Egyptian pyramids some 3,000 years old. Despite this fact, the breed was not introduced to this country until less than sixty years ago and is still not very numerous. There were ninety of these dogs at the show and this is thought to be the greatest number ever brought together at one time in this country.

THE ANNUAL SHOW OF THE ARAB HORSE SOCIETY AT ROEHAMPTON : This is a general view of the judging ring at the show, which is always of great interest, for every thoroughbred horse to-day owes his ancestry to these ancient aristocrats. Although the weather was not of the kind ideal for this type of show and one or two important exhibitors were prevented from attending, there was much to admire. Among the many visitors to the show this year were Princess Alice and the Earl of Athlone.

On left—

A GERMAN VESSEL FALLS FOUL OF THE SUMMER WEATHER : The ship, *Traute Sarnow*, lashed by a cruel sea, is in the process of breaking-up on the rocky coast near St. Ives, in Cornwall. Holiday-makers are watching from the top of a 50-ft. cliff, as the waves, driven by a 40-m.p.h. wind, grind the ship against the rocks. The *Traute Sarnow*, of 229 tons, ran aground during a fog, and when it was found that it was impossible to refloat her, the skipper, with his crew of six and their terrier puppy, were taken off by breeches buoy.

AN ODD-LOOKING YACHT AT COWES, ISLE OF WIGHT : This strange-looking vessel which looks like a yacht designer's nightmare, is named *Trion*. The yacht, designed by Hugh Barkla, a scientist and a lecturer at Edinburgh University, is known officially as a Triscaph yacht, and it was to have taken part in the race for yachts of an unorthodox design during the Olympic Trials Regatta, last week. The *Trion* is supported on three floats and has revolving sails.

A RECENT ACQUISITION BY THE NATIONAL TRUST—CLEY HILL, IN WILTSHIRE : The hill, a bold chalk down, 800 ft. high and commanding several fine views, lies a few miles west of the limits of Salisbury Plain, and has been given to the National Trust by the Marquess of Bath. In the foreground of this picture is part of the hamlet of Upper Whitbourne. Lord Bath announced his intention of giving the hill to the National Trust in 1947 and granted them a tenancy. He has now carried out his intention to the full with the consent of his heir, Lord Weymouth.

ROUNDING UP WHALES IN THE FAEROE ISLANDS: Scores of small boats are seen taking part in a recent whale hunt at Thorshavn, in the Faeroes. This lively event is often to be seen in Thorshavn at about this time of the year when the small whales, known to the fishermen as *grind*, come fairly close to the shore while chasing shoals of herring. When the *grind* are sighted out at sea, the fishermen, and any other of the inhabitants who wish to join in the hunt, set out in their boats and begin to round up the whales. The next hour or so presents a lively spectacle, with the *grind* and the boats darting from one place to another as the fishermen gradually drive the whales into a handy fiord, where the water is shallow, and there is no escape for the animal. Then the game is up, the *grind* are slaughtered, and the meat, as food, and the oil as fuel, become useful additions to the economy of life on the islands.

MARITIME MATTERS

A WHALE HUNT IN THE FAEROES, AND A "WAR" IN THE MEDITERRANEAN

Below—

WARSHIPS OF THE NATO COUNTRIES BERTH AT [illegible] AFTER EXERCISE MEDFLEX "B": British, American, [illegible] and Turkish warships are seen crowded in Lazarette [illegible] Malta, on the conclusion of Exercise Medflex Baker, wh[illegible] held to exercise the ships and men of six navies during a [illegible] "war" in the Ionian Sea and the waters around Malta. The exercise setting was ordered by Admiral the Earl Mountbatten of Burma, Commander-in-Chief Mediterranean, and [illegible] ships of the British, American, Turkish, Italian, French and [illegible] navies. For the purpose of the "war," the ships were [illegible] into two opposing navies; the Orange Navy, under the co[illegible] of Admiral Girosi, the Commander Central Mediterranean, and the Blue Navy, under Admiral Altincan, Commander North-Eastern Mediterranean. The exercise was not rehearsed in any way, and the two commanders drew up their plans in secrecy.

A SHIPYARD IN THE MAKING

THE BROOKE MARINE COMPANY ARE TRANSFORMING MARSHLAND INTO A SHIPYARD AT LOWESTOFT

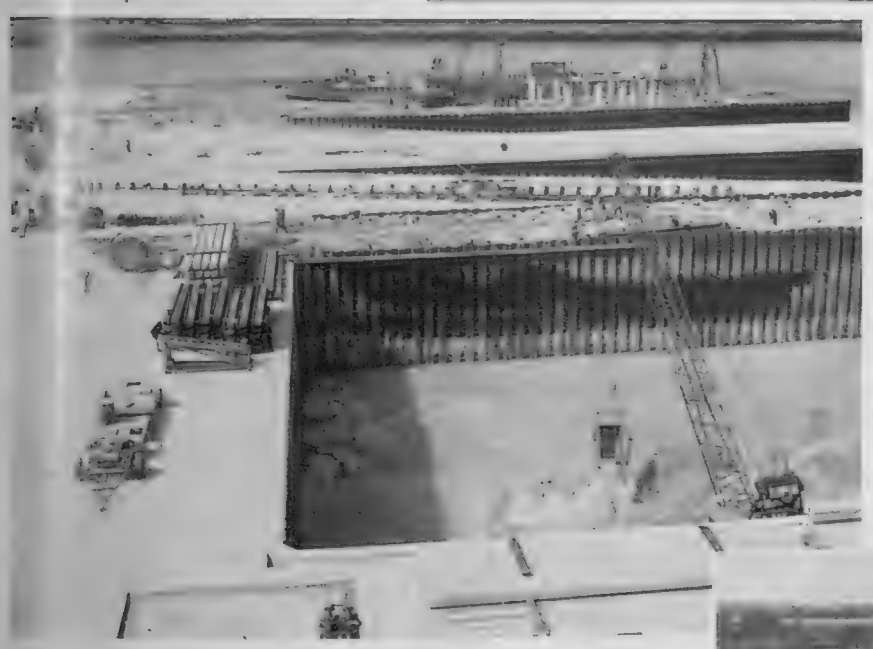
The freehold of the land on which the South Yard at Lowestoft is being built was acquired by the Brooke Marine Company during the latter years of the war, and since that time further adjacent land has been added, so that the shipyard now covers some 35 acres of what was formerly marshland. It was feared that after the war, when orders from the Admiralty ceased, there would be some cessation of trade but, despite this fact, the Company had sufficient confidence to go ahead in acquiring the space for a new yard. The preliminary plans for the South Yard were drawn up three years ago by Mr. Dowsett, of the Dowsett Holding Company, of which Brooke Marine is a member, and the final layout was completed well before there were sufficient orders on hand to warrant going ahead with the project. Preliminary work started in November of 1953, but it was not until January of this present year that the actual task of building began.

The South Yard was planned with several points in view. Among these was that the yard should have direct access to the main railway at Lowestoft, and that there should also be direct road access. An unusual feature of the yard is that all areas not required for production are to be laid down to grass or flower. It is hoped that this will prevent the indiscriminate dumping of scrap metal, which is all too often a distressing feature of shipyards. The South Yard, as a whole, has been designed to deal with vessels up to 280 ft. in length, with a margin to 300 ft. in exceptional circumstances. Full-scale shipyard facilities have been provided for vessels up to this size and no waste space is set aside for the building of bigger ships.

The layout of the yard is planned symmetrically about a line running north to south through the site, which is built on a promontory in the shore-line. Ships will be launched upstream and downstream, and not towards the opposite bank. Other members of Dowsett Holdings are contributing to the building of the yard, and these include the main contractors, Dowsett Engineering Construction Limited and Dow-Mac (Products) Limited are supplying pre-cast and pre-stressed concrete for the prefabricated building work.

A GREAT NEW SHIPYARD IN THE MAKING: This is a view looking west of the South Yard which is being built by the Brooke Marine Company at Lowestoft. In the foreground are the foundations of the main office block, and the large building being erected beyond this is the prefabrication shop. The plans for the new shipyard were drawn up three years ago, but work did not start until this year.

On right—
MAIN ROOF BEAMS FOR PART OF THE YARD: This trailer is carrying a pair of 15-ton pre-stressed concrete beams.



On left—
EXCAVATING THE WET DOCK: This has already been dug to the full depth on one side. In the background some of the six berths and quays can be seen.

On right—
A TRAVELLING CRANE IS SET IN POSITION: This is another view of the prefabrication shop. The crane will be able to travel the full length of this prefabricated building.

THE SKELETON OF THE MAIN ENGINEERING SHOP: This building is situated on the opposite side of the main office block to the prefabrication shop. In the background is the town of Lowestoft.

A BERTH NEARS COMPLETION: This is berth number 3E, which is for building ships of up to 280 ft. overall length. A 10-ton monotower crane is to be erected to the right of this and another next to the berth on the left. Part of the wet dock is on the extreme right.

The Sphere of Travel

IDEAS FOR AN AUTUMN HOLIDAY

Galicia, a Little-known Corner of Spain; the Dordogne Valley in France; Calabria in Southern Italy; Pleasant Spots in Switzerland, Germany, and Austria where the Sun Shines

EXACTLY a year ago, almost to a day, I started off my article on autumn holidays in these pages with these words: "After the wretchedly wet weather which has been prevalent in so many countries of Europe during the past summer months, it is more than possible that the person who has delayed his holiday until the autumn may score in several ways." This sad state of affairs has, alas, been more or less repeated during the current year. Yet, with that eternal hope which ever springs expectantly in the intending holiday-maker's heart, I will, like the poet Ovid, sing the praises of "Autumn, the fairest season of the year."

I take you first to Spain: to the region commonly known as Galicia. It is still little-known to English-speaking travellers, largely due to the difficulty of getting there. The pleasantest way, if it can be arranged, is to make the journey by boat from England to Vigo. From this important port you are within easy reach of a lovely countryside, attractive resorts and some outstanding art towns.

The scenery of Galicia is grander, wilder, more romantic than that of any other part of Spain. Its green meadows, rushing streams, azure *rias* (fjord-like estuaries on its coast), tall mountains, and ocean views, ever changing, offer a surprise to those who think of this country as being generally arid and barren. It is not unfairly called the Switzerland of Spain. I think, however, it has even more of a resemblance to Wales, not least because its people are of Celtic stock.

A pleasant seaside resort is the tiny islet of La Toja, protected from the open sea by the Grove Peninsula, to which it is linked by a bridge. Here is the luxury Gran Hotel, beautifully situated by the water's edge, while near by and under the same management are three second-category pavilions. It has a large swimming-pool, several tennis courts, motorboats and paddleboats, facilities for fishing and various other sports.

For those seeking a quieter spot, I would recommend Sangenjo, a few miles to the south of La Toja and lying on the Ria de Pontevedra. It is a typical Galician fishing village, with a good beach, and its modest hotel provides excellent food.

Corunna is another pleasant place and it has some excellent hotels, the Atlantico being one that I found satisfactory. I recommend this finely situated town as a good centre from which to explore Galicia, including Santiago de Compostela, Lugo and Orense, all places of outstanding artistic and archæological importance. Santiago de Compostela, especially, is a pilgrim city of world renown, and its cathedral is of such magnitude and richness that no real description of it is possible here. In all Spain I can think of no medieval city of the intrinsic interest of Santiago which is still so little spoilt.

In France, the Dordogne Valley is surely as lovely a spot as any. The beauty of the scene is its great quality—a beauty that includes the re-creation of a picturesque bygone age. Here you find turreted castles, mighty donjons, ruined towers; but above all there is the lovely sweep of the river between its green and poplar-lined banks. There are magnificent views from countless hills and here, too, you will find little ancient churches and quaint, sleepy villages, where time seems to have stood still. In all the features of the land of the Dordogne the clear note of beauty is constant and supreme—beauty for the eye and the imagination. A beauty that, whether in splendour or in loveliness or in suggestion, speaks to and revitalises the mind.

In addition to its outstanding beauty, the region of the Dordogne has much else to offer the visitor. There are its remarkable caves, such as Lascaux, with its outstanding prehistoric paintings, Padirac, with its fantastic underground river, and Lacave. There are some remarkable churches, such as the Byzantine cathedral at Périgueux and the Romanesque church at Souillac. There are many delightful fetes, including those to celebrate the vintage in September and October. I would remind you, too, that the culinary standards are as high here as anywhere in France, and every meal is a banquet. Souillac is an excellent centre, while St. Céré, Carennac, Bretenoux, Beaulieu, Domme and Beynac are all enchanting spots. Prices, you will find, are decidedly lower than elsewhere in France.

A part of Italy which has so far almost completely escaped the attention of tourists is Calabria. It is true that in the past conditions there were extremely primitive, but to-day there are some good hotels in which to lodge, and malaria, a former curse, has been abolished. A recent tour also showed that the roads are quite good, and there is the customary network of bus services.

Reggio Calabria, Catanzaro and Cosenza are the three main centres, and while these towns are not in themselves of outstanding appeal, apart from their attractive positions, yet they serve as excellent bases from which to explore a lovely countryside. From Reggio, for instance, you are within easy reach of the Aspromonte; from Catanzaro, of the Little Sila; and from Cosenza, of the Grand Sila. I am prepared to claim that there are in all Europe few lovelier or nobler regions than these, with their great mountain ranges covered with primeval forest, miles of glorious woodland, and an air so soft and yet so exhilarating that no other hills elsewhere can boast the like. Alike in spring, summer, and autumn these mountains are a paradise; and one day I feel sure Calabria will become a new playground for thousands of visitors.

Should you like to make a stay in any of the mountain districts, then you will find pleasant hotels at Gambarie (Aspromonte), Villagio (Little Sila) and Silvana Mansio (Great Sila). The Italian State Tourist Department (201, Regent Street, London, W.1) can supply further information, while there are also Ente Turismo (information) offices at the three centres I have mentioned.

Nearer home, in Switzerland, I favour Ascona on Lake Maggiore, while many people will find Ascona near-by Locarno as being equally delightful. The two wooded valleys which converge on this end of the lake provide an almost inexhaustible source of entertainment for those who seek for natural beauty and forest scenes. Perhaps the most striking characteristic of the hinterland is the luxuriant green of its forests and chestnut groves, turning, of course, to every shade of gold and brown in the autumn. There are many pleasant steamer excursions that can be made from the lake into its Italian portion, especially to such resorts as Stresa, Palanza, Laveno and the Borromean Islands.

For those who seek seclusion and mountain views, I offer two suggestions, both being in the Valais, a province of Switzerland of which I am very fond. They are Fafleralp in the Loetschen Valley and Belalp near to the great Aletsch glacier. In both places there are good mountain hotels—the altitude in each case is around 7,000 feet.

I often think it a great pity that the Swiss tourist authorities do not stress more the pleasure and interest to be derived from a short sojourn in one of their cities. They are invariably very attractive places, and even should you wish to stay amidst the lakes and mountains of Switzerland, why not plan for a first and two or three days' holiday in Berne or Zurich? The former is, indeed, one of the loveliest cities in Europe, while in the latter you will find a wealth of up-to-date ideas in almost every side of life. I often make this suggestion to people asking my advice about a Swiss holiday, for this contrasting combination is seldom pointed out by travel agents.

September and early October is the season of Germany's famous wine festivals. I can think of no merrier way in which to spend a holiday, especially in the Rhineland, where the people are so cheerful and light of heart. Any visiting Briton could hardly fail to be treated royally wherever he went in this area, not forgetting, of course, the lovely Moselle and the Rhineland Palatinate. At Bad Duerkheim in the "Wein Strasse" (Palatinate) there is the traditional sausage market linked with the wine festival (mid-September), and at Neustadt selected competitors come from all over Germany to compete for the title of "Germany's Wine Queen."

Berlin holds its great Musical Festival between September 18 and October 5. The programme includes operas (including performances by the Glyndebourne company), ballet, plays and symphony concerts. The standards maintained by this great city are so high that any music-lover who visits there is sure of a feast. Other music festivals on the Continent during September and October include Montreux, Perugia, Besançon, Venice and the last week at Munich. Full particulars and bookings can be made through the Gardiner Travel Service, Ltd. (189, Regent Street, London, W.1).

The last country I will briefly mention is Austria. While parts of this country are apt to be unsettled climatically in the autumn—although sometimes the weather can be superb—I think the safest part to visit is Carinthia, where in the Woerthersee I have enjoyed bathing as late as early October. The two recommended resorts on its banks are Velden and the Poertschach. The Woerthersee is the largest and most popular of the Alpine lakes. As only a little water flows in and out of the lake, the surface temperature of it in summer is sometimes as high as 82 deg.

Gordon Cooper

TO CAPRI IN EIGHT-AND-A-HALF HOURS

THE FLYING-BOAT LANDS IN THE BAY OF GRANDE MARINA, CAPRI: This summer Aquila Airways, using a 42-seat Solent flying-boat, have started a direct air service from Southampton to Capri which, in flying time, takes only seven hours. As there is no airfield on Capri, the usual way of getting there is by ferry-boat from Naples.

Aquila Airways, operating under an associate agreement with B.E.A., have this summer opened the first direct air service from England to the Isle of Capri. During July and August the flying-boats—either a 42-seat Solent or a 31-seat Hythe—are making the 1,300-mile trip once a week, leaving Southampton on Thursdays and returning on Fridays. In each direction there is a lunch break at Marseilles, which makes the total journey time 8½ hours. Traffic rights allow passengers to or from Capri to be picked up or set down at the French port.

The usual method of reaching Capri is by boat from Naples; there is no room for a landing ground on the island so that the flying-boats have given Capri its first-ever air service. The fares from Southampton are £66 12s. return and £37 single; from Marseilles to Capri they are £36 return and £20 single; from Southampton to Marseilles, £30 12s. and £17. Aquila, Europe's only flying-boat service, already operates other services to Madeira and Gran Canaria. With an eye to expansion, they have recently bid over £1,000,000 apiece for the Government's three 220-seat Princess flying-boats. These three flying-boats were originally ordered by the Ministry of Supply, B.O.A.C. being interested in them for their transatlantic service, but, when B.O.A.C. had fully committed themselves to landplanes, the Ministry earmarked them for use by the R.A.F. as long-range military transports.

A VIEW OF CAPRI AT THE GRANDE MARINA: The island is reputedly the most beautiful in the Mediterranean. The flying-boat runs a once-weekly service there, leaving Southampton on Thursdays.

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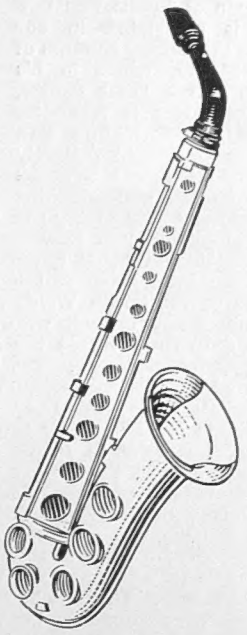

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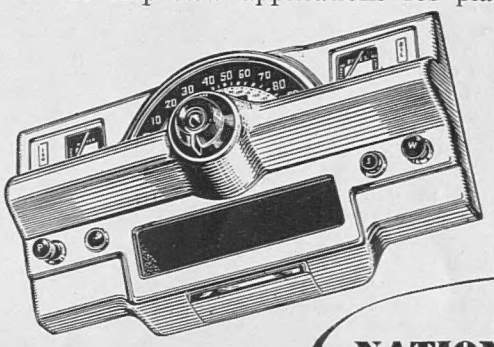

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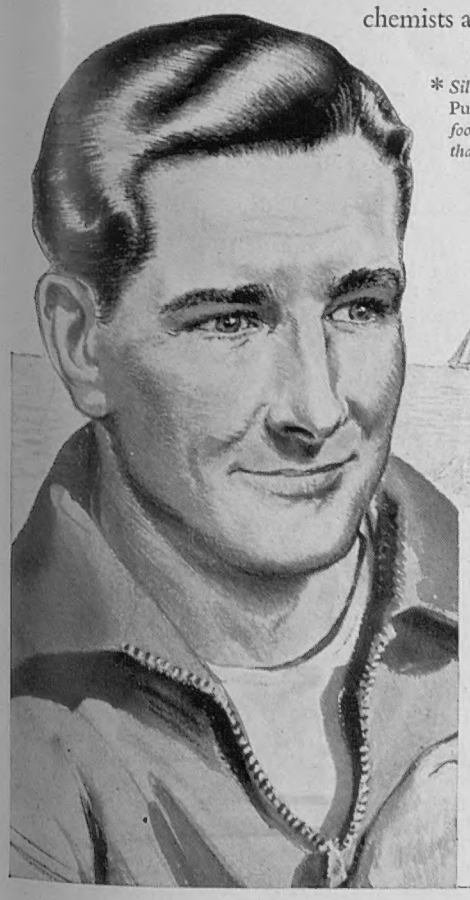

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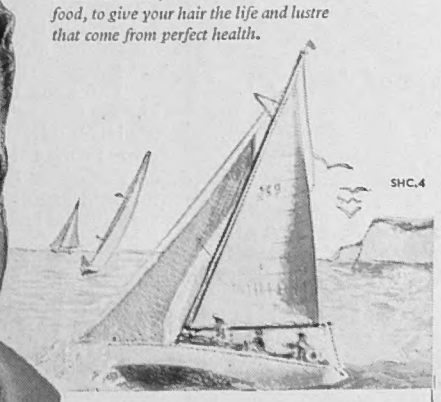

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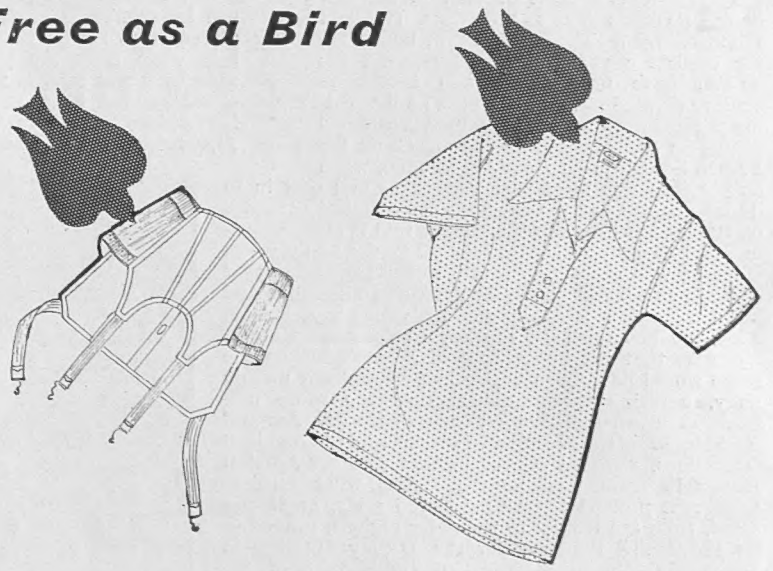

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The World of Books

A FIGHTING INNINGS

Learie Constantine Reviews the Colour Bar; also, the Normandy Landings Provide the Background to a Tactical Discussion and a Novel

THE name of Learie Constantine is associated in our minds with the narrow confines of the cricket field, where in his heyday he was a great fighter. Learie Constantine is a fighter still, as his book COLOUR BAR (Stanley Paul. 12s. 6d.) so clearly reveals. His intention is to assess the state of racial understanding and misunderstanding to-day; in Africa, "where the lashes are doubled"; in New Zealand, where Maori and Pakeha live in noble harmony; in the United States, where intolerance still flares wildly; in the black areas of the South Welsh ports, where young Negroes mix freely enough with the whites during childhood, only to find that the colour bar goes up when they reach maturity. Mr. Constantine covers much ground in this survey, and he precedes it by quoting for all to see the Universal Declaration of Human Rights proclaimed by the General Assembly of the United Nations in 1948. Here and there he hits out hard against the world's intolerance, and he brings a multitude of unanswerable facts to bear. He mentions with particular regret the refusal of Dr. Ralph Bunche, one of the most distinguished Negroes of our day, to accept the post of Assistant Secretary of State in the Eisenhower Government. Dr. Bunche refused the appointment, the author says, because, being a coloured man, he is not allowed to eat at any public restaurant in Washington, the home of the Government in which he had been asked to serve, in the very city where it is proclaimed by the Constitution that all men are created equal. Humanity, bedevilled by the different colours of men's skins, indeed wanders in a vast field of perplexities created by this Colour Bar question. Learie Constantine does well to help sort out these perplexities.

Nerves must have been keyed to the breaking point on that dark night in 1942 when the British destroyer *Campbeltown*, heavily loaded with explosives, stole up the estuary of the Loire, past the great array of German shore batteries, and headed straight for the lock gates of St. Nazaire. Then, when the Germans knew what was up, the *Campbeltown*, spitting clouds of smoke and making nineteen knots, her superstructure illuminated by the glare of searchlights, made the final dash up-river to jam herself at the very entrance to the main dock, exactly in the manner planned. This was the culmination of the long series of Commando raids of the Second World War. Rear-Admiral Lepotier retells the story from the Frenchman's point of view in his new book, RAIDERS FROM THE SEA (William Kimber. 15s.). The author shows how, from the earliest days of naval supremacy, the British have used Commando tactics to achieve dominance, and he draws an interesting parallel between the supremely successful attack on St. Nazaire and the attack on the French Squadron off Ile d'Aix in 1809, when an old ship was filled with explosives and sent in to destroy herself and the enemy. The Admiral's chapter on the lessons learnt in the Dieppe raid is most revealing, and he quotes Captain Hughes Hallet and General Roberts, who came very firmly to the conclusion that a deep penetration at the far flank at Quiberville, and not a more limited flanking effort, which was, indeed, tried, would have been the key to success. He also indicates that the appearance of a battleship on the scene would have been vastly helpful and not unduly risky, ensuring the annihilation of the shore pill-boxes in advance of the first wave of troops. Admiral Earl Mountbatten of Burma, former Chief of Combined Operations, writes the introduction to Rear-Admiral Lepotier's book, and he emphasises what a truly important prelude these Commando raids, great and small, from the tropics to the polar regions, proved to be in paving the way for the D–Day landings in Normandy. They were essentially a part of the grand strategy of the battle for "Fortress Europe."

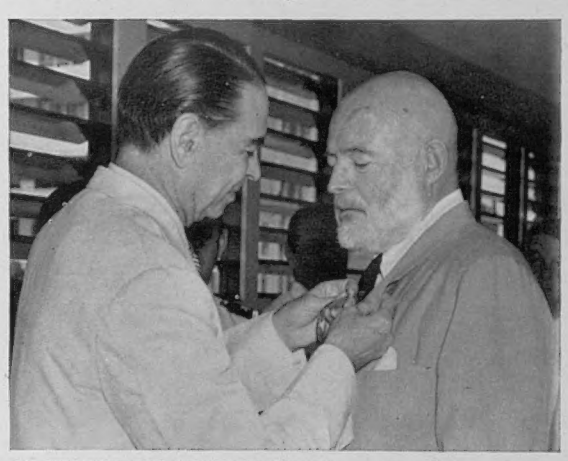
Hugh Hickling has made the Normandy landings the climax of a really excellent second novel, which he calls THE ENGLISH FLOTILLA (Macdonald. 12s. 6d.). Mr. Hickling served in the R.N.V.R. from 1941 to 1946, and he is at present Assistant Attorney-General in Sarawak. This tale of the landing craft is full of strong personalities, not least the swashbuckling Falconer, commander of one of the craft, in whom the war surprisingly develops a true gift of human sympathy. Mr. Hickling's new novel certainly bears out much of the promise of his first, which he called *The Furious Evangelist.*

William M. Gresham writes about circus life and sideshows as vividly as ever Hemingway wrote about the bullring. There is a dash of Damon Runyon in his technique, too, and something also of Eleanor Smith's flair for the fairground. At any rate, MONSTER MIDWAY (Victor Gollancz. 13s. 6d.) is quite a breath-taking pot-pourri, and the fascination of expert instruction regarding how to become a knife-thrower, a fire-eater, or a snake-charmer is hard, indeed, to resist. (Don't forget, when fire-eating, to keep the mouth moist, and when sword-swallowing tickle the throat with a feather!) William Gresham has seen it all, and his reminiscences of the intrepid Houdini, so full of detail, are not the least remarkable feature of this book. Houdini, it appears, owed much to his shadowlike companion and chief assistant, Jim Collins, who, mistaken by the police for a reporter, mistaken by reporters for a doctor, and mistaken by doctors for somebody else, would often leave behind the vital tool necessary for escape concealed in a bar of soap on a prison washstand or in some other convenient spot. In his younger, barnstorming days, Houdini sometimes deliberately duped his customers and was not above visiting the cloakroom to frisk their coats to obtain vital information for his spirit medium act. But his reputation was built on solid enough ground, and Mr. Gresham pays tribute to Houdini's unflagging capacity for taking pains.

A new novel by Georges Simenon is an event—an event that occurs on the average about eight times a year. His is a well-sustained output, even though his novels are some of them no longer than long short stories. TICKET OF LEAVE (Routledge and Kegan Paul. 8s. 6d.) consists, indeed, of only 185 well-spaced pages, and can be read in an hour or two, but certainly not dismissed from mind.

Here is a most penetrating study of a young Frenchman, the son of well-to-do parents from the Bourbonnais, who escaped the gallows, thanks to his talented young lawyer, who won his client the benefit of the doubt in his trial for a particularly unsavoury murder. We first meet the ruthless Jean striding westwards along the road from Montlucon, freed from gaol after five years, and fancy-free with a five-franc piece and a two-franc bit, the sum total of his earthly possessions. Within a page or so Jean has encountered the widow Couderc on the country bus, and instinctively we know that this is the luckless one who will fall beneath the meat axe, or whatever weapon is finally selected for the crime. Jean ingratiates himself with the widow and becomes a permanent fixture in her home, also her rather reluctant lover. However, he finds solace with the widow's bovine and red-headed niece Felicie, and, marvellous to relate, a certain sense of comfort and security in the humdrum routine of the widow's farm. Simenon is at his best in his presentation of this utterly empty character, almost completely purposeless in his journeying through life, without much human affection and no moral fibre whatsoever. Apart from the sense of the mounting climax that lies ahead, the certainty that the nagging widow with the mole on her face will be done to death (and suspense is, after all, one of the strongest weapons in the Simenon armoury), this book excels because, within its narrow compass, Jean's cold and terrifying personality becomes crystal-clear. The author—a master of word economy—finds space also to fill in the background of Jean's past, and we feel, when the last page is turned and the hammer falls—yes, it was a hammer—that if we have no sympathy for Jean, we at least understand, and may feel perhaps just a touch of resentment at the *gendarme* who kicked him in the face to wake him up and drag him off to prison and the guillotine.

THE CUNARD LINE CATERS FOR CHILDREN: Craftsmen engaged in making models of old sailing-ships which will be used on the children's deck of the new liner, *Saxonia*. The models include a lugger, yawl, ketch, sloop and other types of sailing-ships, all accurately built: the hulls are made of wood, and the sails of brass. Children will be able to play with these models, and push them around the playroom on special runners. Among the other amenities which will help while away the time for the children are models of trains, aeroplanes and cars, and a miniature cinema, which will show 16-mm. sound cartoon films in colour. The *Saxonia* leaves Liverpool for her maiden voyage to Quebec and Montreal on September 2. At 22,000 tons, she will be the largest Cunarder ever built for this run.



AN HONOUR FOR HEMINGWAY: The author is seen being awarded the Cuban "Order of Carlos Manuel de Cespedes" by Gonzalo Guell, the Under-Secretary of State. This order, which was presented to Hemingway on his fifty-fifth birthday, on behalf of President Batista, is the highest merit the country can bestow on a foreigner. Hemingway has lived in Cuba for some years. His shaved head and several scars are the result of injuries which he received during his series of aircraft crashes in Africa earlier this year.

Two novelists who have written novels with ambitious themes are David Unwin, who takes as his background the whole imbroglio of twentieth-century Africa, and Evelyn Eaton, who, greatly daring, essays a modern allegory. Mr. Unwin calls his book THE GOVERNOR'S WIFE (Michael Joseph. 12s. 6d.). He shows the impact upon an African territory of a British development scheme, an idealistic scheme to provide food and land for thousands of Africans, but one that finds favour only with the idealistic few. This ready-made conflict of ideas is most skilfully presented. No one can really walk the tight-rope of white and black; for as the young reporter says to the newcomer: "These are critical years—whose side are you on?" The author shows just how critical they are, but does not neglect to tell a really good story amid all his pondering on race and creed. Evelyn Eaton's deeply imaginative book is called FLIGHT (Gollancz. 10s. 6d.) It has something of the character of *Outward Bound*. This time the travellers are upon a plane, having first gone to the airport's consignment shed to dispose of all their worldly goods. Evelyn Eaton is a fine and sensitive writer. This story of great beauty and spiritual power will certainly impress a whole host of readers, even those who are inclined to be wary of the technique of allegory.

To those who were young in the '20's of this century, the Bulldog Drummond books had a special flavour. Drummond and his manservant, his beer barrel and his fast car, Algy Longworth, Dr. Lakington and the slinky Irma Peterson, surely they belong to an era beyond recall? Gerard Fairlie will not have it so, and thus, after Sapper, he has written THE RETURN OF THE BLACK GANG (Hodder and Stoughton. 10s. 6d.). Here is the mixture as before, with Irma and Carl their delightful, sophisticated, kindly selves, as witness this chapter ending in the real Bulldog Drummond tradition: "It 's a magnificent idea, my dear," says Carl to Irma. "Hugh Drummond will live just long enough to hate this life, a life he has loved too long." Mr. Fairlie is batting on a safe wicket, and he makes his scoring strokes to all parts of the ground.

Two more thrillers which demand our attention are M. E. Chaber's NO GRAVE FOR MARCH (Eyre and Spottiswoode. 9s. 6d.) and E. B. Ronald's THE CAT AND FIDDLE MURDERS (Victor Gollancz. 10s. 6d.). M. E. Chaber has endeavoured to be as up to date as to-day's headlines, and his hero, Milo March, has the very special task of being sent by Army Intelligence into the Soviet Zone of Germany, his mission being to find an important British diplomat who has just disappeared behind the Iron Curtain. Perhaps the highlight of this fast-moving novel occurs when Milo, disguised as an American Communist delegate to a world conference, crosses into East Berlin. There at the conference, even when he scores a point, he is not sure whether he is fooling his hosts or they are fooling him. E. B. Ronald's piece of High Diddle Diddle has its setting in Bohemian London. The plot thickens amid a luxurious background, and beneath the mature gaze of R. Bradley, the confidential investigator (private dick), whose one excursion into darkest Stepney proves quite disastrous. *The Cat and Fiddle Murders* is well-written, sophisticated stuff, and essentially for holiday reading.

David Elias has apparently made a great hit with his character Nell Bartlett, the clothes-conscious, wise-cracking female sleuth who is capable of causing howls of mirth even as she examines the body of the latest victim. THE GORY DETAILS (Hammond, Hammond. 9s. 6d.) will certainly not be to everyone's taste. The bizarre scene is set on the premises of an advertising firm specialising in electrical goods, and the corpse emerges from a giant electrical toaster complete with pop-up mechanism. "You 'll puzzle your head off and laugh till you ache," declare the publishers. I wonder!

Richard Edmonds

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

"A CLEAN KITCHEN" is the index figure to a well-run hotel. I welcome the growing tendency of hoteliers to invite their visitors to inspect their culinary departments; such action breeds confidence, we enjoy our meals the better and leave such hotels, not only with a good taste in our mouths, but a good word for them.

The cleanest kitchen I have seen of recent months was that of The Hydro, Goathland, a thousand feet up on the North Yorkshire Moors. Mrs. Norton Burn who, with her husband, runs this hotel, has every reason to be intensely proud of this particular "department." I told her I would be willing to have my breakfast in it with the floor as my table-cloth! The word Hydro is a misnomer, in that no medical baths exist, but the magnificent clear air vies with Mrs. Burn's kitchen, and the health-giving characteristics of the moors around are augmented by Mr. Burn's farm, which provides *real* cream, fresh milk from an attested herd of Ayrshires, plus fresh eggs, poultry, bacon and vegetables to benefit those of us who have been fortunate enough to discover the virtues of staying here.

The larger the hotel, the more difficult it is to maintain a kitchen at concert-inspection-pitch, yet the keen hotelier will not subscribe to its impossibility. I have written before of the amazing cleanliness and completeness of the kitchens of the Gresham Hotel, Dublin. I have told people that I know of no cleaner kitchens in London than those of l'Ecu de France in Jermyn Street—and I went round these about midnight after the lights had been out for an hour. Not a vestige of kitchen pests, not a particle of food was to be seen.

Mr. Geoffrey Wright, energetic manager of the Old Swan Hotel, Harrogate, makes his kitchens the daily show-piece of his hotel. Every evening at 6.45 p.m. either he or his assistant take newcomers around the kitchens, and as a result the appetite is whetted for the choice of food and wine that awaits their pleasure in the restaurant.

Though I have not seen the kitchens myself, I hear that Mr. E. J. K. Fernando has so redesigned this department at The Three Horse Shoes Inn on Blackshaw Moor, near Leek, Staffordshire, that every visitor can watch his meal being prepared.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195-198, Strand, London, W.C.2.

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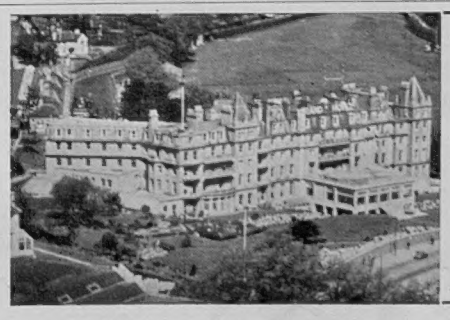

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Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2.
SATURDAY, AUGUST 7, 1954. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.